The Mining Journal

AND COMMERCIAL GAZETTE.

No. 193.—Vol. VIII.] LONDON: SATURDAY, MAY 4, 1839. [Price 6d.

SHEFFIELD AND MANCHESTER RAILWAY CONTRACTS.—The following CONTRACTS on the above Line will be LET from sealed proposals in the order hereinafter stated.—The plans, sections, working drawings, specifications, and also the drafts and contracts, may be seen and copied, and printed forms of Tender obtained, at the Offices of the Company, or of the Engineer. The line is distinctly trigged out on the ground, and branded pegs set down at every chain length, and will be pointed out by one of the assistant engineers if required. The Tenders are to be delivered in sealed, and addressed to the Secretary, at the Offices of the Company only.—No Tender will be entertained, unless made and filled up on one of the printed forms, nor unless the parties proposing, or their representative, attend personally, and produce an undertaking (on a form of letter which will be supplied, to be properly filled up and signed by two responsible parties), engaging to become sureties, in the event of the Tender being accepted.—The directors will meet at Twelve o'clock at noon, to open the Tenders, and declare the lettings, upon each of the days following those appointed for the delivery of the respective proposals.

Contracts.		Plans and Specifications to be ready.		Sealed Tenders to be delivered.		Works to be Let respectively.	
No.	Description.	Date.	Place.	Date.	Place.	Date.	Place.
	Tunnel Shafts	4th May	Engineer's Office, Tintwistle & Bowers' Inn, Woodhead	14th May	At the Company's Offices, 14, Piccadilly, Manchester; or, Corn Exchange, Sheffield.	15th May	Woodhead.
	Do. Boring	4th May		14th May		15th May	Woodhead.
	Do. Roads	4th May		14th May		15th May	Woodhead.
	Do. Cottages and Huts	4th May		14th May		15th May	Woodhead.
16.m.	Ardwick	4th May	Manchester	24th May		25th May	Manchester.
	Tunnel Drift Way	14th May	Tintwhistle and Woodhead	28th May		29th May	Woodhead.
1.s.	Caricoates	11th May	Peniston and Woodhead	28th May		29th May	Woodhead.
11.m.	Hattersley	11th May	Engineer's Office, Mottram	4th June		5th June	Mottram.
9.m.	Gamesley	11th May		4th June		5th June	Mottram.

N.B. The remainder of the Contracts between the Summit Tunnel and Manchester will be ready for letting before Midsummer.

The TUNNEL commences near Audenshaw Clough, about a mile above Woodhead, on the Saltersbrook road to Sheffield, and eighteen miles from Manchester, and extends into Yorkshire to near Dunford Bridge over the river Dun, six miles above Peniston. The strata in the tunnel are presumed to alternate in rock and shale. The shafts and boreholes will be let singly or otherwise.

The ARDWICK CONTRACT commences at the Junction with the Manchester and Birmingham Railway, near Blind-lane, Ardwick, at the outskirts of the eastern side of Manchester, and extends to near the Gorton Reservoir, opposite the Fairfield Walls, on the new road to Ashton-under-Lyne, a distance of two and three-quarter miles. The work consists of about twenty bridges, several culverts, an aqueduct for the Stockport branch of the Ashton Canal, a great extent of retaining walls, and about 180,000 cubic yards of excavation.

The CHARLCOATES CONTRACT extends from the eastern face of the tunnel, near Dunford Bridge, about a mile down the valley of the river Dun. The work includes some bridges and culverts, and the diversion of the river Dun and the adjacent brooks. The excavation will go partly to spoil. The above contract is situate six miles west of Peniston, and about eight miles south of Huddersfield.

The HATTERSLEY CONTRACT extends from the gravel pit near the turnpike-road from Mottram, in Longdendale, towards Stockport, to the west-end of the Etherow Viaduct at Old Broadbottom Brow, on the river Etherow, dividing Cheshire and Derbyshire, and opposite Best Hill Mill, being a distance of about one mile and fourteen chains. The work includes several bridges, a short viaduct, and a considerable extent of retaining walls, and about 300,000 yards of earthwork, some of which will go to spoil. The above is situated nine or ten miles east of Manchester, and about a mile south of Mottram.

The GAMESLEY CONTRACT extends from the east end of the Etherow Viaduct to the west end of the great viaduct at Dinting Vale, on the turnpike road, a mile below Glossop, and about twelve miles from Manchester. This work contains several bridges and culverts, and about 480,000 cubic yards of excavation.

Any further information may be obtained at the Offices of the Company in Sheffield and Manchester; or at the office of Mr. Vignolles, the company's engineer, No. 4, Trafalgar-square, London; at Mottram and at Tintwistle, in Cheshire, on the road to Sheffield. By order of the Directors,

14, Piccadilly, Manchester, April 24. C. THOMPSON, Secretary.

COAL AND IRONSTONE IN SCOTLAND, ON THE COAST OF EAST LOTHIAN.—TO BE LET for NINETEEN YEARS, with immediate entry, the COAL of the BARONY of SETON, lying about ten miles east from Edinburgh. It consists of several seams of first-rate quality, from two feet nine inches to four and a half feet in thickness, singularly free from the inconveniences with which other coal-fields are troubled; and from the situation it commands an extensive sale from the low district of the county, besides being most convenient for shipping from the harbour of Portseton, near the centre of the field. The IRONSTONE is found in large balls betwixt the coal and the roof, consequently no extra expense is incurred on account of it. It contains from 25 to 28 per cent. of metal, according to an analysis by Dr. Fyfe. There is also a large field of ironstone on the property, about two miles distant.

For further particulars application may be made to Messrs. Tod and Hill, Writers to the Signet, George-street, Edinburgh, or Mr. James Burnet, Aberlady, by Haddington, either of whom are prepared to conclude an agreement as soon as an adequate offer shall be made.

Edinburgh, April 12.

GLAMORGANSHIRE.

TO BE LET ON LEASE.—ALL THE SEAMS OF COAL AND CULM lying under the lands of YNISPENLLWCH, the property of J. N. Miers, Esq., situate in the parish of Llangevelach, and within five miles of Swansea, the canal to which port runs through the estate. This fine mineral property possesses all the elements of a most profitable colliery. For particulars apply to Messrs. Brough and Son, mineral surveyors, &c., Neath, Glamorganshire, if by letter post paid.

IRONWORK FOR SALE.—The proprietor of an IRONWORK in the county of Lanark, having great extent of land and minerals attached to it, is disposed to SELL the same, and is ready to treat with any party inclined to purchase. The land extends to about 1100 acres, and the minerals to about 3400 acres, the whole free of any rent, feu-duty, or lordship. The mineral field contains several seams of coal suited to iron making, and a seam of cannel coal; ironstone in great variety, extending over the whole property, among these the blackband, of excellent quality and thickness, to the extent of upwards of 500 acres, and several seams of limestone. The present winnings of coal and ironstone will last at an out-put adequate for four or five furnaces for many years to come, and the limestone can be had, in any quantity, close to the surface. There is command of water for all purposes, and abundance of freestone, fire-clay, and common brick clay and sand. The blast engine is capable of blowing five furnaces to the extent now generally done in Scotland. There is a forge and rolling mill, which, with a trifling outlay in alterations and repairs, are capable of producing 200 tons of bar iron weekly, and the works in general are well found in machinery and implements of every description. There is a mansion-house, manager's, and clerk's house, inn, store, and other buildings, and a pretty full complement of workmen's houses, with workshops, &c. The minerals lie near the surface, are easily wrought and cheaply produced, and the carriage of the manufacture to the different markets is moderate; that to London not exceeding in all, from the works, sixteen shillings a ton. The pig is strong and of a superior quality, being well adapted for all kinds of foundry castings, and it produces the very best description of bar-iron. There is a considerable stock of materials on hand, which the purchaser may have at a valuation, also the benefit of any existing engagements with workmen and others, so far as transferable. Immediate entry to be given to the whole. A most eligible opportunity is here afforded to any party wishing to enter into the iron trade, particularly to a capitalist or a joint-stock company, from the scope which the subject offered presents for the exercise of capital in the extension there of the iron manufacture in all its branches, and under the most favourable circumstances. The payment of the price may be made to suit the convenience of a purchaser. The most ample and satisfactory information will be given.

In the meantime, for further information application may be made to Messrs. William Graham and Sons, London; Edmund Buckley, Esq., Manchester; Thomas Boyd, Esq., Liverpool; Benjamin Gibbons, Esq., Level Furnaces, Staffordshire; Frederick Underwood, Esq., Bristol; John Wilson, Esq., of Dundyvan Iron Works, Glasgow; or William Dixon, Esq., Glasgow.

TO CAPITALISTS, MINERS, AND MINERAL ADVENTURERS.

VALUABLE SHARES OF LEAD MINES AND MINERAL PROPERTY, PAPER AND FULLING MILLS,

NEAR BAKEWELL, IN THE COUNTY OF DERBY.

TO BE SOLD BY AUCTION, at the Rutland Arms Inn, in Bakewell aforesaid, on Friday, the 10th day of May next, at the hour of four o'clock in the afternoon, in one or more lots, as may be determined upon at the time of sale, and subject to such conditions of sale as will be then produced:—

ONE-EIGHTEENTH part or share of and in all those TWO SOUGHS and MINES respectively known by the name of Shining Sough and Hill Carr Sough, and a celebrated mine called Blythe, situate within the manor and liberty of Harthill, in the county of Derby; together with the like share of and in certain paper and fulling mills, out-buildings, and premises thereto belonging, and also of the machinery, implements, and utensils appertaining to the same; and also the like share of and in all other the divers mines, veins of lead ore, mears of ground, possessions, stock, property, and mineral materials, rights, titles, privileges, and interests, included in and known to belong or appertain to the said soughs and Blythe titles respectively, and now known by the name of "The Alport Consolidated Mines."

These soughs, mills, mines, and premises (which are very productive) have recently been consolidated, and this lot is intended to comprise one-eighteenth share of the whole of them, and all the rights and privileges thereunto belonging.

Hill Carr Sough is about four miles long, six feet wide, and ten feet high; was twenty-one years in driving, and cost upwards of thirty-six thousand pounds in making it complete. It relieves a very considerable number of mines from water, the owners of which pay such composition as may, under existing circumstances, from time to time, be agreed upon for the drainage afforded to them by this sough, to the proprietors thereof.

Also, ONE-TWELFTH part or share of and in all that productive mine called Gey Vein, situate in Harthill aforesaid, with all the mears of ground, possessions, rights, titles, members, and appurtenances thereunto belonging.

Also, ONE-TWELFTH part or share of and in all that mine called Whale Rake, situate within the manor and liberty of Haddon, in the county of Derby, together with the like share of and in all other the various mines, veins of lead ore, mears of ground, possessions, stock, property, and mineral materials, rights, titles, privileges, and interests included in and known to belong to the Whale Rake title.

And also, ONE-TWELFTH part or share of and in all that mine called Chappel Dale, situate near Monyash, in the King's Field, in the Hundred of High Peak, in the county of Derby, together with the like share of and in all other the various mines, veins of lead ore, mears of ground, possessions, stock, property, and mineral materials, rights, titles, privileges, and interests, included in and known to belong to the Chappel Dale title.

It rarely happens that such important mineral property is offered for public competition. To gentlemen acquainted with the geology of Derbyshire, the mineral fields of Chappel Dale, Harthill, and Haddon, are so well known to abound in the richest lead ore, that any encomium would be weakened by an attempt to speak further of their value, for to those gentlemen the situations need only be mentioned to convey the most brilliant idea of their riches. But to the capitalists, miners, and mineral adventurers not familiar with the localities of these celebrated and extensive mineral districts, it is deemed essential to invite their attention thereto, as an excellent investment, free from speculation or hazard, and such, as to a moral certainty, will ultimately enrich the fortunate purchaser.

For further information application may be made to James Macqueen, solicitor, Bakewell.

Bakewell, April 18, 1839.

SHARES IN VALUABLE CORNISH MINES, RAILWAYS, &c.

MR. C. WARTON'S NEXT PERIODICAL SALE of the above description of property, will take place at the Auction Mart (opposite the Bank of England), on Thursday, the 23d inst., at Twelve o'clock, and will comprise shares in SEVERAL FLOURISHING MINES, including five shares in the valuable Binner Downs, also in Carzise, Trevaskus, Wheal Providence, the Providence Mines, Copper Bottom, &c., also in scrip companies in progress of development, and which are rapidly improving, the Brighton Railway, Deal Pier, &c.

Particulars are preparing and may be had in due time at the Auction Mart; at the Golden Lion, Liverpool; and of Mr. C. Warton, auctioneer and agent for the disposal of every description of mining property, 28, Threadneedle street, London.

MUIRKIRK IRON-WORKS.

ADJOURNED SALE.

UPSET PRICE REDUCED TO £17,500.

TO BE SOLD, BY PUBLIC ROUP, within the Royal Exchange Sale Rooms, Glasgow, on Wednesday, the 8th of May, at One o'clock in the afternoon (if not previously disposed of by private contract), the

MUIRKIRK IRON WORKS,

With all the accompaniments, as formerly advertised. Since the previous announcement, a NEW STRATUM OF BLACK BAND IRONSTONE has been discovered, near to the Works.

Application for further particulars may be made to Mr. M. Cruickshank, No. 36, George's-square, Glasgow; to Messrs. Walker and Melville, W.S., Edinburgh; to Messrs. Crawshay and Co., London; to Messrs. Cowan and Sloans, Ayr; to the managers at Muirkirk; or to Messrs. Moncrieff and Paterson, writers, Glasgow, in whose hands are the title-deeds and articles of roup.

Glasgow, April 18.

IMPORTANT SALE.

TO IRON-MASTERS, PERSONS CONNECTED IN IRON-FOUNDRIES, AND CAPITALISTS GENERALLY.

TO BE SOLD BY AUCTION, by E. and C. ROBINS, on Thursday, the 16th day of May next, at Four o'clock in the afternoon, at Lambley's New Royal Hotel, New-street, Birmingham, in such lots as the vendors may determine at the time of sale, all those extensive and substantially erected

IRON-WORKS, CALLED TOLL END WORKS,

situated at Toll End, in the parish of Tipton, being on the banks of the Birmingham Canal, and having branches therefrom, in the centre of the Staffordshire mining district, comprising THREE BLAST-FURNACES, a very excellent 60-horse power blast-engine, and a smaller one for working the machinery and boring mill, equal to 20-horse power, five cupolas, air-furnace, refineries, boring-mills, &c., iron and steel warehouses, three very complete and capacious foundries, with five large cranes, pipe foundries, &c., an excellent HOUSE, fit for either a principal or manager, with stabling and coach-house, four clerks' offices, and a variety of other minor buildings; the whole occupying a space of upwards of twenty acres, four of which are freehold, upon which the furnaces and foundries are erected, and the remainder is leasehold for a term of which fifty-three years are unexpired, subject to the low ground-rent of £88 per annum.—The works, which are inclosed by high fence walls on one side and the canal on the other, are capable of getting up all public contracts, manufacturing steam-engines, bridges, cannon-shot, gas and water-piping, and every other description of castings up to six or seven tons weight.

Also the valuable freehold estate and colliery, situated at Darlaston, in the county of Stafford, called the DARLASTON GREEN COLLIERY, adjoining and divided as well by the Birmingham Canal, as by the Grand Junction Railway, and the public roads leading from Wednesbury, through Darlaston, to Willenhall and Walsall, containing about sixty acres of land, including valuable coal mines, ironstone mines, and freestone quarries. There is a powerful steam-engine of thirty-two-horse power for pumping water, several pits now sunk, at which steam-engines and all necessary machinery are provided for getting the mine, two very comfortable houses, three cottages, company's offices, and various other buildings, whimseys and machinery requisite for working advantageously the whole of the mines and works.

Also all those two several powerful and valuable mills, erected at very considerable expense in the most substantial manner, for the manufacture and rolling of iron, situate in the parish of Tipton, in the county of Stafford, now in the possession of Messrs. Bagnalls, with powerful steam-engine and valuable machinery, &c. &c., a good clerk's house and other offices, and several pieces or parcels of land, containing about twelve acres.

Likewise all that farm house, clerk's house, and twenty workmen's houses, out-offices, and buildings, and several closes of freehold land, containing about fifty-three acres, situate at Great Bridge, in the parish of West Bromwich, called the Brickhouse estate, under which there are very valuable mines of coal and ironstone. Several shafts are now sunk at which steam-engines and the necessary machinery are provided for getting the mine. The Birmingham Canal goes through the estate, and great part of the land is very eligible for building purposes.

For further particulars apply to Messrs. Palmer and Son, solicitors; Messrs. Tyndall and Rawlins, solicitors; or to the auctioneers, all of Birmingham.

ANGLO-SPANISH RAILROAD COMPANY.—CADIZ, PORT ST. MARYS, and JEREZ ROAD.

Under powers granted by his late Majesty Ferdinand VII., exclusive for Twenty-five years, and exempting from all duties.

Capital £120,000, in 8000 shares of £15 each.—Deposit £2 per share.

BANKERS.

London—Messrs. Wright and Co., Henrietta street.

Madrid—Senor Don José Safont.

Cadiz—Messrs F. Martinez de Larrad and Co.

Solicitor—Samuel Amory, Esq., 25, Throgmorton street.

Engineer—Arthur Dean, Esq.

The object is to establish good communications between the above-named cities, avoiding the dangerous and often impassable bar of the river Guadalete, which all passengers and goods between these places have now to cross; and to make the journey between Cadiz and Jerez a safe, cheap, and pleasant one of one hour, instead of a dangerous, dear, and painful one of five or six hours, as at present.

There are 250,000 people on and immediate to the extremes of the line. Of wines and brandies alone Port St. Marys and Jerez export and import above 30,000 pipes annually; and from official data, 250,000 persons now cross the Bay yearly between Cadiz and Port St. Marys.

There will be ten miles of single railway, starting from a pier about one mile from Port St. Marys, outside the bar of the river Guadalete, and terminating at Jerez. Between the pier and Cadiz (four miles) steam-boats will be constantly running.

The lowest calculation of net income founded on present traffic (and after ample provision for working expenses, maintenance, &c.), is £20,000 per annum, and a very large increase may be expected. The property will be as secure as any in England.

The surveys and estimates were made by the company's engineer, and the plan and section, and specimens of strata may be seen at the office. The road may be completed in fifteen months.

The greater part of the capital is already subscribed; but prospectuses, with names of directors, may be obtained, and applications for shares, made (if by letter, post paid) to the Secretary, at the office, 5, New Broad street.

London, May 2. L. M. CUTHBERT, Secretary.

LONDON ZINC WORKS AND ROLLING MILLS, Wenlock-road, City-road.—Malleable Sheet Zinc, Zinc Nails and Tacks, Perforated Plates, of assorted sizes, for Zincography and Door-Plates, and Patent Zinc Sheets for Roofing, all of the VERY BEST QUALITY, will be promptly supplied to Dealers and Consumers, on application to JOHN HALL and Co., 11, Finsbury-circus.

ROYAL INSTITUTION OF SOUTH WALES.

UNDER THE ESPECIAL PATRONAGE OF THE QUEEN.

At a meeting of the Building Committee, held on the 23d April, 1839, it was resolved unanimously—That the contractor having offered to build the whole of the principal, east and west fronts of the New Royal Institution of South Wales of Bath stone, instead of stucco, for the additional sum of £200; and the committee being given to understand that it is the general wish of the inhabitants that this improvement should be effected, and being themselves convinced that the building will thereby be made more ornamental and lasting; but finding that the amount already subscribed is not sufficient to warrant the increased expenditure, they have resolved to appeal to the liberality of the public, to raise the required sum in additional shares or donations.

It is important that parties intending to aid the foregoing will be kind enough to do so immediately, as the building is progressing rapidly.

Resolved—That the foregoing resolution be inserted in the next Cambrian newspaper.

Resolved—That all subscribers who have not paid the first moiety of the amount of their shares or donations will immediately do so at the treasurers, Messrs. Walters, Voss, and Co.

27, Wind-street, Swansea, April 23. J. W. G. GUTCH, Hon. Sec.

MEXICAN COMPANY.—At the Annual General Meeting of proprietors, held at the offices of the company, on Thursday, the 2d of May, 1839,

HENRY WHEELER, Esq., deputy-chairman of the company), in the chair.

After the report, presented by the directors (and which will be found in another column), had been read, the following resolutions were moved, seconded, and unanimously adopted, viz.:—

1. That the report now presented and read, be received and adopted; and that the same be entered in the books devoted to the proceedings of General Meetings of proprietors.

2. That John Mitchell, Esq., and John Oliver Hanson, Esq., be re-elected directors of the company.

3. That William Walmsley T[illegible], Esq., be re-elected an auditor of the company.

4. That the best thanks of the proprietors be given to the directors, for their zealous, unremitted, and gratuitous services to the company.

5. That the cordial thanks of the Meeting be given to the Secretary, for his great attention to the duties of his office, and for the urbanity and readiness which he always evinces in meeting the inquiries of the proprietors.

6. That the thanks of the Meeting be given to the Chairman, for the ability and courtesy with which he has presided over the business of the Meeting.

HENRY WHEELER, Chairman.

TREWOLVAS MINING COMPANY.—At the Annual General Meeting of the shareholders in this company, held at the offices, No. 12, Pancras-lane, on Tuesday last, the 30th ult.,

R. R. FRIEND, Esq., in the chair.

The following resolutions, having been duly moved and seconded, were carried unanimously:—

That the directors' report be received.

That this Meeting regrets, that the default of the shareholders in the payment of the calls made upon their respective shares has precluded the directors from prosecuting the works with that vigour which is essential to the success of mining operations.

That the directors are entitled to the approbation and thanks of this Meeting for the liberality which has characterised their management, and that to enable them to prove the copper lode and cobalt branch in the western part of the mine, this Meeting earnestly recommends the shareholders to pay up their back calls, and if they be not paid up on or before the 30th of May next, that the directors do take the necessary steps to dissolve the company.

That this Meeting do stand adjourned until the 3d day of June next.

12, Pancras-lane, May 1. C. E. KIRKMAN, Sec.

THE MACERONI COMMON ROAD STEAM CONVEYANCE COMPANY.—For supplying a safer, quicker, cheaper, and more durable moving power to the existing carrying establishments, at a mileage.—To be incorporated by Act of Parliament.

Capital £200,000, in 40,000 shares of £5 each.

PROVISIONAL COMMITTEE.

T. T. Beningfield, Esq. Hutton, Essex
William Etin, Esq., Cambridge
Charles Herring, Esq., 1, Lodge-road, Regent's-park
Charles Hulmandel, Esq., 49, Great Marlboro'-street
J. M. Holdship, Esq., Regent-square
F. C. Parry, Esq., Brompton

With power to add to their number.

DIRECTORS.

To consist of the members of the provisional committee, and such holders of shares, of not less than 100 each, as shall be elected by proprietors holding not less than twenty shares each.

Treasurer—J. G. Murdoch, Esq., Frognall, Hampstead; and No. 11, Haymarket.

Bankers—Messrs. Bouverie and Co.

Counsel—W. Theobald, Esq.

Engineer—Alexander Gordon, Esq., Mem. Inst. Civil Engineers, 28, Fludyer-street, Westminster.

SOLICITORS.

James Hodgson, Esq., 21, Lincoln's Inn-fields.
George Conenaen, Esq., " "

A Select Committee of the House of Commons, in the year 1831, reported "That steam-carriages could ascend hills of considerable inclination with facility and safety—that they were perfectly safe for passengers—that they would become a speedier and cheaper mode of conveyance than carriages drawn by horses—that, with the slightest exertion, they might be stopped and turned under circumstances where horses were totally unmanageable—that they would not act so injuriously on common roads as the feet of horses—that the substitution of inanimate for animal power in draught on common roads is one of the most important improvements in the means of internal communication ever yet introduced; and that its practicability had been fully established."

Since this Report the practicability of this mode of conveyance has been still further proved by the running of Colonel Maceroni's Common Road steam-carriage in daily journeys, for eighteen months, from Oxford-street to Watford, Harrow, &c.; and his invention is thus spoken of by Mr. Alexander Gordon:—"Having been requested to give my written opinion of Colonel Maceroni's new boilers, I beg to say that I consider them quite new in construction, differing essentially from other boilers of small chambers or compartments, and, for all purposes of steam locomotion, superior to any others which are known to me, and of entire absolute safety; I may add, that if such a boiler were fitted to a steam-carriage, such as Colonel Maceroni constructed, and used some three or four years ago, such carriage would, in my opinion, far surpass even his former one, my favourable opinions on which have already been given and published.

"I would engage that such a steam-carriage, with Colonel Maceroni's new boiler, should beat any horse on any turnpike road."

The advantages to be derived from the employment of steam-carriages on turnpike-roads are manifold, among them are the following:—

1st. It will preserve the nine millions of money invested upon the security of the tolls of the turnpike-roads, and enable the commissioners to keep faith with the annuitants and other persons interested in those securities.

2d. It will preserve to coach and carrying establishments their ordinary traffic, and rescue the inns upon or near the line of the turnpike-roads from ruin, and, at the same time, prevent trade, formerly active upon those lines from falling into disuse—if not total decay.

And, lastly, steam-carriages will afford a quicker, safer, and cheaper mode of conveyance than any other now extant, without requiring any alteration of the existing roads.

In corroboration of these statements Mr. Alexander Gordon's report, and the calculations upon which the company proceeds, may be safely referred to, and may be seen at the solicitors'—the latter will show a profit of upwards of 50 per cent. to the shareholder, upon an outlay of £[illegible] only, and to the coachmaster, &c., a clear income of £[illegible] per carriage per annum (without sinking capital) upon a very small establishment.

To carry out this invention a provisional committee has been formed, and is now actually engaged in establishing it for public use.

It is proposed, with this view, that a company shall be established with the above capital, to be raised in the following manner, viz.:—

[illegible] shares, of the value of £5 each, in the capital stock of the company, to be now issued at £5 per share, upon which no further calls will be made, to be paid within fourteen days after notice of the allotment of the same.

On the issue of the remaining shares, each of the above [illegible] shares will entitle the holders, in preference to other parties, to an allotment of three more £5 shares at par, if taken within fourteen days after notice of their allotment.

Colonel Maceroni, the patentee, has consented to secure to the company the exclusive use of his patent, on being paid a mileage, and to contract to make and keep the carriages in repair, under the superintendence of the company's engineer.

In fixing the stations for these carriages on the road, it is intended to give a preference to those places and inns where coachmasters and innkeepers usually change horses or stop, and the same hands employed to drive and attend horse-coaches will be engaged to steer and attend the carriages.

Stoppages can be made on any declivities, and at any degree of slope, for delivering parcels, and setting down and taking up passengers.

The average rate of speed on levels, ascents, and declivities, will be fifteen miles per hour.

As the payments on the above [illegible] shares are from time to time received, the funds to be applied by the committee, in placing carriages on those roads which shall be deemed most fit for commencing operations.

The substitution of steam for horse-power will give fresh life and prosperity to our collieries, iron-works, steam-engine manufactories, and other branches of British industry; while, with advantage to the agricultural interest, it will increase the demand for human labour and the quantity of food for human consumption.

FORM OF APPLICATION FOR SHARES.

To the Provisional Committee of the Maceroni Common Road Steam Conveyance Company, at Mr. Hodgson's, 21, Lincoln's Inn-fields. Post-paid.

Gentlemen,—I request you will insert my name for   shares in the above undertaking.

⁂ The letter giving notice of allotment of shares will state the conditions upon which the same will be required to be accepted.

PROCEEDINGS OF PARLIAMENT RELATIVE TO JOINT-STOCK COMPANIES.

FRIDAY.

Lead—Return presented—of lead and lead ore, imported and exported in 1838 [ordered 22d March]; ordered to lie on the table.

Coals, Cinders, and Culm—Returns presented—of coals, cinders, and culm, shipped coastways, and exported to foreign parts, rate and amount of duty, quantities and declared value, &c. in 1838 [ordered 4th March]; ordered to lie on table.

Copper and Tin—Accounts presented—of copper, copper ore, and tin, imported and exported into the United Kingdom, showing the countries, in 1838 [ordered 1st March]; ordered to lie on the table.

Slamannan Railway—Leave given the committee to sit this day till half-past four o'clock, during the sitting of the House.

Northern and Eastern Railway (No. 2)—Three petitions against; referred to committee on the bill; counsel ordered.

Manchester and Leeds Railway—Two petitions against; referred to committee on the bill; counsel ordered.

Liverpool and Manchester (Extension) *Railway*—Bill reported; report ordered to lie on the table, and to be printed.

Rhymney Iron Company—Bill reported; ordered to be ingrossed.

Manchester and Leeds Railway—Special report brought up, and read, as follows:—

"That members to the number of eighteen, being either members on the South Lancaster list, or members selected or added by the committee of selection, assembled at twelve o'clock this day, in the committee room in which the committee on the Manchester and Leeds Railway bill was appointed to meet, and waited for one hour, when it appeared that two only of the selected members were present, whereas three were required for a quorum.

"That, under these circumstances, the members present conceiving that they had no power to proceed even to the election of a chairman in the ordinary manner, thought it most advisable to elect one of the selected members as temporary chairman, in order that the circumstances might be reported to the House."

Committee revived; leave given the committee to sit and proceed on Monday next.

Edinburgh, Leith, and Newhaven Railway—Petition against; referred to committee on the bill; counsel ordered.

Railways Committee—Power to report opinion and observations, together with minutes of evidence, from time to time.

Birmingham Canal Bill—Petition against; referred to committee on the bill; counsel ordered.

Railways Committee—First report brought up, and read, as follows:—

"Resolved, that it is the opinion of this committee, that the chairman do move the House, that the following clause be inserted in all the railway bills now passing through Parliament, viz.,

"And be it further enacted, that nothing herein contained shall be deemed or construed to exempt the railway by this or the said recited Acts authorised to be made, from the provisions of any general Act relating to railways which may pass during the present or any future session of Parliament."—Report ordered to lie on the table, and to be printed.

Caledonian Canal—Petition from Aberdeen for early completion; referred to select committee on the bill.

Crinan Canal—Copies ordered, "of any memorials addressed to the Commissioners of the Treasury on the subject of improving the Crinan Canal."—Copies presented accordingly; ordered to lie on table.

MONDAY.

Bristol and Gloucestershire Railway—Bill reported; report ordered to lie on the table, and to be printed.

Preston and Wyre Railway and Harbour, and Preston and Wyre Dock—Power to committee to send for persons, papers, and records.

Manchester and Birmingham Extension Railway (Stone and Rugby)—Report [24th April] from select committee on standing orders, read; bill ordered to be brought in by Lord F. Egerton and Mr. B. Wilbraham.—Leave given to present the bill on or before Thursday next.

Manchester and Leeds Railway—Petition against; referred to committee on the bill; counsel ordered.—Petition in favour; ordered to lie on table.

West Durham Railway—Bill reported; report ordered to lie on the table, and to be printed.

Manchester and Birmingham Extension Railway (Stone and Rugby)—Petition in favour of the application; ordered to lie on the table.

Great Central Irish (Celbridge and Mullingar) *Railway*—Petition for further enlarging the time to present a petition for a bill, till Friday, 10th May; referred to select committee on petitions for private bills.

Rhymney Iron Company—Bill read third time, and passed.

South-Eastern (Reigate) *Railway*—Six petitions in favour; ordered to lie on the table.

North Midland Railway—Petition against; ordered to lie on the table.

Northern and Eastern Railway (No. 2)—Petition against; referred to committee on the bill; counsel ordered.

Manchester and Birmingham Extension Railway (Stone and Rugby)—Petition against the application; ordered to lie on the table.

Caledonian Canal—Petition for the completion thereof; referred to select committee on the Caledonian Canal.

Steam Communication with India—Petition from Manchester for the establishment of a regular communication; ordered to lie on the table.

Crinan Canal—Petition for the enlargement of the Canal; referred to the select committee on the Caledonian Canal.

Brazil Steam Packet Company—Petition from shipowners of Sunderland against; ordered to lie on the table.

Message from the Lords—That they have agreed to the General Cemetery Company Bill.

Railways (Ireland)—Report thereupon deferred till Monday next.

Lead—Return [presented 26th April] to be printed.

Coals, Cinders, and Culm—Returns [presented 26th April] to be printed.

Copper and Tin—Accounts [presented 26th April] to be printed.

Crinan Canal—Paper [presented 26th April] referred to the select committee on the Caledonian Canal.

TUESDAY.

South-Eastern Railway—Petition of the company, praying that it be an instruction to the committee that they have power to substitute another line, for which notices were given in November last.—To be taken into consideration on Thursday, and to be printed.

Manchester and Leeds Railway—Power to committee to send for persons, papers, and records.

Commercial Railway (London and Blackwall)—Petition against; referred to committee on the bill; counsel ordered.

Northern and Eastern Railway (No. 2)—Two petitions against; referred to committee on the bill; counsel ordered.

Edinburgh, Leith, and Newhaven Railway—Two petitions of proprietors of shares in favour; ordered to lie on the table.

North Midland Railway—Report further considered [prints having been delivered upon Thursday, April 18th]; amendments agreed to; clause added; bill to be ingrossed.

London and Croydon Railway—Report further considered [prints having been delivered upon Monday, 22d April]; amendments agreed to; amendments made; clause added; bill to be ingrossed.

Great Western Railway—Report further considered [prints having been delivered upon Thursday, 18th April]; amendments agreed to; clause added; bill to be ingrossed.

WEDNESDAY.

Manchester and Birmingham Extension (Stone and Rugby) *Railway*—Bill "for making a railway from the Manchester and Birmingham Railway, in the parish of Stone, in the county of Stafford, to join the London and Birmingham Railway in the parish of Rugby, in the county of Warwick, to be called the Manchester and Birmingham Extension Railway, with a branch therefrom," presented; read first time; to be read second time.

North Midland Railway—Bill read third time, and passed.

Great Western Railway—Bill read third time, and passed.

Bishop Auckland and Weardale Railway—Two petitions against; referred to committee on the bill; counsel ordered.

Brazil Steam Packet Company—Two petitions against; ordered to lie on the table.

Caledonian Canal—Petition for the completion thereof; referred to select committee on the Caledonian Canal.

Railways (Ireland)—Two petitions from Mayo, for including the province of Connaught in the proposed measure; ordered to lie on the table.—Petitions from Mayo, for enabling a company to be formed for making a railway from Dublin to Athlone; ordered to lie on the table.

Railroads (Ireland)—Alphabetical list presented—of names of persons through whose property the proposed line of railroad between Dublin, and Cork, and Limerick, is intended to pass [ordered 9th April]; ordered to lie on the table.

THURSDAY.

Brazil Steam Packet Company—Petition against; ordered to lie on table.

South-Eastern Railway—Seventeen petitions against; ordered to lie on the table.

Northern and Eastern Counties Railway (No. 2)—Petition against [presented 12th April], referred to committee on the bill; counsel ordered.

Birmingham Canal—Bill reported; report ordered to lie on the table.

Manchester and Birmingham Extension Railway (Stone and Rugby)—Petition in favour; ordered to lie on the table.

South-Eastern Railway—Petition of the company, praying that it be an instruction to the committee that they have power to substitute another line, for which notices were given in November last [presented 26th April], read; petition for bill [presented 17th Feb.], read.—Motion made, and question proposed, "That, under the circumstances stated in the said petition, it be an instruction to the committee on the bill, that they have power to substitute in the said bill the line referred to in the said petition, in respect of which notices were given and plans and sections deposited in the month of November last, and to which no landowners or occupiers objected, in lieu of the line referred to in the said bill, and which is objectionable to the landowners affected thereby:"—Debate arising; debate adjourned till Monday next.

Northern and Eastern Railway (No. 2)—Minutes of evidence taken before the committee on the bill, in the session of 1836; referred to committee on the bill.

Great North of England Railway—Report further considered [prints having been delivered upon Monday, 22d April]; amendments agreed to; clause added;—clause offered (making it compulsory on the company to finish part of the line within a limited time) brought up, and read first time:—Motion made, and question, "That the clause be read a second time," put, and negatived; bill to be ingrossed.

London and Southampton (Portsmouth Branch) *Railway*—Report further considered [prints having been delivered upon Thursday, April 25th]; amendments agreed to; amendment made; clause added; bill ordered to be ingrossed.

London and Greenwich Railway—Report further considered [prints having been delivered upon Thursday, 25th April]; amendments agreed to; amendments made; clause added; bill ordered to be ingrossed.

Wishaw and Coltness Railway—Report further considered [prints having been delivered upon Thursday, April 25th]; amendments agreed to; clause added; bill ordered to be ingrossed.

Ballochney Railway—Report further considered [prints having been delivered upon Thursday, April 25th]; amendments agreed to; clause added; bill ordered to be ingrossed.

Monkland and Kirkintilloch Railway—Report further considered [prints having been delivered upon Thursday, April 25th]; amendments agreed to; clause added; bill ordered to be ingrossed.

London and Birmingham Railway—Ordered, that the evidence taken before the committee on this bill, be printed.

LAW INTELLIGENCE.

MANCHESTER AND LEEDS RAILWAY COMPANY.

COURT OF CHANCERY—APRIL 27.

WEBB *v.* THE COMPANY.—The parties to this suit, not being able to agree among themselves upon a surveyor, to go, upon the Lord Chancellor's suggestion, and report to his lordship the value of the piece of ground required by the company from the plaintiffs, agreed to leave the appointment of such surveyor to the Lord Chancellor.

GREAT WESTERN RAILWAY COMPANY.

VICE-CHANCELLOR'S COURT—APRIL 29.

HYDE *v.* THE COMPANY.—Mr. K. BRUCE (with Mr. Jacob and Mr. Stevens) moved, on the part of the company, to dissolve an injunction obtained a few days ago restraining them from proceeding with their works on an estate belonging to the plaintiff at Hyde-end, in Berkshire, until they had paid a sum of 1000*l.*, for which they had contracted to purchase the land. The main ground on which it was now sought to dissolve the injunction was, that at the time it was granted the court had not been informed that the company had made an application to the plaintiff for an abstract of the title, but that it had not then been delivered. An affidavit by one of the agents of the company was also read to the court, in which it was stated the company had agreed to give so large a sum as 1000*l.* for the property on condition of immediate possession being given them. The company had, however, no objection to pay the money into court at once, and have a reference to the Master on the subject of title.

Mr. RICHARDS and Mr. RENSHAW supported the injunction on behalf of the plaintiff. The company had, in violation of their Act of Parliament, taken possession of Mr. Hyde's land, and were proceeding to cut it to pieces and render it valueless without making any payment or even tender of the purchase-money for which they had stipulated. The agreement did not contain one word about taking immediate possession, and if the court would give time to answer the affidavit of the defendants' agent, who stated such was the understanding, it would receive a most unqualified contradiction. The agreement was made on the 6th of the present month, on the 15th the company asked for an inspection of title, and, without waiting for any answer, on the 17th they took possession, and began laying waste the estate. Why, the very taking possession was an acceptance of title, if such a frivolous objection required any answer at all. The company said they had no objection to pay the money into court, but by the regulation prescribed by the act they knew it would be several years before the plaintiff could get it out.

The VICE-CHANCELLOR said, had he known at the time the *ex parte* application was made that the abstract of title had been applied for by the company, and not delivered to them, he did not think he should have granted the injunction. The act certainly required the money should be paid into the Exchequer in cases where the title was not shown to the satisfaction of the company; but he could not see that it would not be equally secure in this court. On payment, therefore, of the purchase-money into this court he thought the injunction ought to be dissolved.

COURT OF CHANCERY—MAY 1.

HYDE *v.* THE COMPANY.—An injunction had been granted by the Vice-Chancellor to restrain the defendants from entering on the plaintiff's land in Berkshire without paying to him the price agreed on. A motion was made to dissolve this injunction on Monday last, on the ground that the defendants had called for an abstract of title which the plaintiff neglected to furnish them. His Honour said that if he had known this no injunction would have been granted; and as the only object of the plaintiff was to secure the money, he accepted the offer of the defendants to pay it into court, and ordered the injunction to be dissolved.

Mr. RICHARDS and Mr. RENSHAW now moved to discharge the order of the Vice-Chancellor, on the ground that the defendants had the power to deprive the plaintiff for an indefinite period of the price of his land.

The LORD CHANCELLOR, without calling on the other side, expressed his concurrence in the decision of the Vice-Chancellor, and dismissed the motion with costs.

BAIL COURT—MAY 2.

THE QUEEN *v.* THE COMPANY.—Mr. E. V. WILLIAMS applied, upon the part of a Mr. Farlow, for a rule calling upon the defendants to show cause why a writ of *mandamus* should not issue, commanding them to affix their common seal to a warrant for summoning a jury to assess the amount of compensation to which Mr. Farlow was entitled for the injury which had been done to his land by the company's operations. The affidavit stated the existence of the injury, and that frequent applications had been made to the company requesting that they would themselves settle upon the compensation, or summon a jury for that purpose; that all those applications having been ineffectual, notice was given at length by Mr. Farlow that he should apply to this court for the writ.—Rule *nisi* granted.

BRITISH AND FOREIGN PATENT INVENTION COMPANY.

BAIL COURT—APRIL 29.

Mr. SHEA applied to the court for a rule to show cause why a writ of *mandamus* should not issue, commanding Samuel Twyford, Esq., one of the magistrates of the police-office, Bow-street, to return into this court certain convictions of the directors of this company. The facts of the case were briefly these:—A few days since Stowell, the common informer, filed an information at Bow-street office under the Act of Parliament 39th Geo. III., against the directors of the above company, for issuing prospectuses to which a printer's name was not attached. When the case came on for hearing before Mr. Twyford, twenty-four similar informations were laid against the parties by a friendly informer, and the worthy magistrate convicted on each of them, but reduced the penalty to 5*l.* Stowell stated that he had other informations to exhibit, and that the magistrate was not authorised in allowing another party to step in, and, by preferring friendly informations, deprive him of the share of the penalties to which he was entitled. Mr. Twyford entertaining some doubts as to the validity of conviction obtained under such circumstances, and, though requested to do so, had refused to return the convictions to this court. The object of the present application was to compel him to do so, in order that the convictions, being so returned, might be pleaded in bar to the informations that had been laid by Stowell.

Mr. Justice WILLIAMS, however, said that he did not think there were any circumstances in the case that called for the interference of the court, and refused the application.

SOUTHAMPTON RAILWAY COMPANY.

COURT OF QUEEN'S BENCH—MAY 1.

THE QUEEN *v.* THE DIRECTORS.—In this case a rule had been obtained for a *mandamus*, to be issued to the defendants, commanding them to issue their warrant for the sheriff to assemble a jury to inquire into and assess the damages claimed by a Mr. Francis, in respect of some land which had been taken from him for the purposes of the railway. Cause was shown on a former day, and it was then contended that Mr. Francis had no title to claim compensation from the company, as he had not suffered any injury, his term having expired, and he having subsequently received a counter notice, declaring that his premises would not be required. It was, therefore, submitted that he had no such interest as could be made the subject of an application for compensation.

The Court took time to consider the question, and now Lord DENMAN delivered judgment. He said that the case of the King *v.* the Manchester and Liverpool Railway Company must govern the present. There the company gave notice to a tenant whose lease had been several times renewed for seven years, and whose landlord at the last renewal had declined to renew for fourteen years, but had assured the tenant that he would not be turned out at the end of the seven years. During the seven years the landlord sold his reversion to the company, and died, and the Court held that the tenant had no interest for which the company was bound to make compensation under the Act. In this case there had been no promise of the sort, and there too the tenant had in the mean time laid out money for improvements, which had not been done here. Under these circumstances, the Court thought that there was no ground for interference. The rule must therefore be discharged.—Rule discharged.

LONDON AND BRIGHTON RAILWAY COMPANY.

VICE-CHANCELLOR'S COURT—MAY 2.

KEMP *v.* THE COMPANY.—Mr. JACOB (with whom was Mr. Moore) applied to the court in this case for an injunction on behalf of the plaintiff, Mr. Kemp, to restrain the company from interfering with a road, which passed through his property at the west end of Brighton, until another road as convenient as the old one, or as near thereto as might be, should be constructed by the company in conformity with the terms of their Act of Parliament. The terminus of the railway at Trafalgar-street, Brighton, intersected a deep cut in the hill across the road in question, passing through the plaintiff's property. The road, it appears, takes its course along the side of the hill. The plaintiff alleged by his bill that the defendants intended to divert the road by constructing a new road parallel to the railway, connecting the old road with Trafalgar-street, so that the public passing along the old road would have to go round through Trafalgar-street, and then return the other side of the railway to the old road, at what was called "Cheapside," Brighton. The plaintiff contended that the defendants ought to make a road under the railway, which it seems would create considerable expense, as the cuttings for which would extend a considerable way on each side, and no less than nine acres would be required alone for that purpose. The defendants insisted that their act of parliament empowered them to make the deviation they intended to substitute for the old road, and that the alteration would prove more convenient for the interests of the plaintiff than that which he demanded of the company.

Mr. K. BRUCE, Mr. WIGRAM, and Mr. GELDART, appeared in opposition to the motion.

The VICE-CHANCELLOR said that it did not appear that the company had any intention of breaking up or injuring the present highway before the intended new road was completed. It did not appear to him that at present any case arose which required the court to interfere by granting an injunction. It might happen that when the intended new road was completed that persons might vastly prefer going by it, though it might be circuitous, to the dangerous experiment of crossing the railway at the level of the present road. He thought that under all the circumstances of the case the proper course would be, not to grant the injunction, but to let the matter stand over until the company should have completed the new road, and if it was then found that they interrupted the old road in the manner the plaintiff apprehended they would do, and which he considered they would not be justified in doing, he could then apply to this court for its interference. When the intended new road was finished, the plaintiff would have an opportunity of trying the question under the act of parliament—whether it was as convenient as the old one, or as near thereto as might be. The motion for the present should stand over.

INFORMATIONS AGAINST PUBLIC COMPANIES.

QUEEN-SQUARE.

Mr. W. Webb, secretary to the Clergy Mutual Assurance Society, 40, Parliament-street, on Saturday appeared to answer an information laid against him by Stowell and Birch, the informers, charging him with having infringed the provisions of the Act 39th George III. by not having the name of the printer attached to the prospectuses of the society issued by him. Mr. Burder, a solicitor, and one of the directors, appeared on behalf of the society.

John Manning, the informer's witness, proved that on the 25th of March last he went to the society's office, in Parliament-street, and there obtained a number of prospectuses from a person representing himself as the secretary, under the plea of wanting to send them into the country. The prospectuses so obtained, of which the produced is one, had not the name and place of abode of the printer printed upon the first and last leaf, as required by the 39th Geo. III., cap. 79, sec. 27.

Stowell—Is the person present of whom you obtained the papers?

Witness—I can't positively say; he was a very pleasant-speaking gentleman, but I think the gentleman put forward as defendant is the person.

The defendant admitted he was the person, and the informer said his case was closed.

Mr. Burder said he had the honour of appearing on behalf of the "Clergy Mutual Assurance Society," a society established for the purpose of benefiting and relieving the poorer portion of the clergy and their families. The said society was enrolled under the "Friendly Societies' Act," and its rules and regulations had been prepared by Mr. Tidd Pratt. He apprehended that as they did not proceed under the general act authorising the inrolment of insurance and other companies, but under a special act, the 10th of Geo. III.—viz., the "Friendly Societies' Act," they were exempt from the provisions affecting the former, and the latter authorised them to form a society, issue prospectuses, &c., but it said not one word about the necessity of the printer's name being attached to the papers so issued.

Mr. GREGORIE—I am afraid that the act under which you proceed is not so friendly as you imagine; I do not think it can exempt you from the provisions of the act upon which the information is laid; but I will inspect it. The magistrate, after looking through the clauses pointed out to him by the solicitor, said he saw nothing in them that could exempt the company from being convicted in the penalty sought.

Solicitor—The act upon which this information has been laid was passed for the suppression of seditious and treasonable societies, and it could never have been intended to injure societies issuing such innocent papers as the one produced.

Mr. GREGORIE—I am of the same opinion, and consequently am extremely sorry to inflict a penalty in these cases, which I believe had their origin at this office; I then endeavoured to discover some clause which would give me the power of dismissing them, but all research was unavailing, and I was forced to administer the law as I found it. The penalty sued for in two cases is 20*l.*, with power to mitigate it to 5*l.* The act gives me no alternative, and a conviction in the mitigated penalty of 5*l.* must be made in this case.—The penalty was then inflicted.

The solicitor mentioned to the magistrate that a bill to amend the Act of the 39th of George III. had been brought into Parliament,* and had already passed a second reading.

Mr. GREGORIE said he had heard of it, and very glad he was that such was the case, as it would have the effect of at once staying these proceedings.

Stowell, the informer, replied that it would not interfere with him, as he would only have to vary the manner of laying the information.—The parties then retired.

THE GOLD DUST ROBBERY.

LAMBETH-STREET.

On Tuesday morning, as early as nine o'clock, the office was literally beleaged by some hundreds of Jews and others who were anxious to be present at the examination of the several persons who are in custody for the extensive robbery of gold dust, and it was with no inconsiderable difficulty that the officers were enabled to prevent the justice-room from being filled even at that early hour, and during the examination there was scarcely standing room to be obtained.

The prisoners, Henry Solomons, Solomon Rees, Lewis Casper, Ellis Casper, Sarah Levy, Henry Moss, and Amelia Moss, were placed at the bar before Messrs. Hardwick and Coombe, for further examination. There were also present on the bench Mr. G. F. Young, Mr. Halswell, and a number of other county magistrates, together with Major Elrington, Fort-Major of the Tower, and a number of gentlemen who had attended to hear the proceedings.

Messrs. Le Mair and Humphreys, solicitors, and Messrs. Clarkson and Espinasse (in the absence of Mr. Bodkin), attended for the prosecution; and Messrs. Abrahams, Yates, and C. Isaacs, attorneys, and Messrs. Adolphus and Phillips, barristers, for the defence.

On the names of the prisoners being called over, Mr. CLARKSON rose, and remarked that when the prisoners were last remanded, it was on the understanding that, unless the parties engaged in the prosecution were in a position to complete the case against them on that day, they should be further remanded, in order to give time to produce such other testimony as they

* The bill now before Parliament repeals the 27th section of the 39th Geo. III., c. 79, which imposes a penalty of 20*l.* for printing any paper or book whatsoever, intended to be published or dispersed, whether for sale or to be given away, without having the printer's name and place of abode appended thereto in a prescribed manner, and then in substance re-enacts the clause, only reducing the penalty to 5*l.*, and extending the exemption to "papers or books printed by order of or for the use of any society incorporated or enrolled according to law." The bill then gives to the courts of law or magistrates power to mitigate the penalty to 5*l.*, and the plaintiff is not to be entitled to costs beyond the penalty recovered. Papers and books having the name and abode of the printer affixed to them before the passing of this bill are to be exempted from all suits, &c., or other grounds. This bill, therefore, does not dispense with the necessity of having the printer's name and abode on papers or books printed for publication, except in the instances enumerated in the original statute, or where they are "printed by order or for the use of any society incorporated or enrolled according to law." So far the law remains precisely as it was, and the only difference between the former act and the present bill relates to the reduction of the penalty, and enabling the courts and magistrates to mitigate it to them "shall seem fit."

might consider necessary, so that the prisoners might be sent for trial at the next session of the Central Criminal Court, and he apprehended there was no objection on the part of his learned friends on the other side to such an arrangement. He begged to say, that though he had a considerable number of persons in attendance to give evidence against all the prisoners, yet he was not in a condition to close the case that day, and should, therefore, request the magistrates, on the evidence before adduced, to remand the prisoners for another week. This course he did not think would be attended with any particular inconvenience to the majority of the prisoners, as the evidence already given before their worships was of such a character as to justify him in calling for the commitment of four or five, if not all, to take their trial. With respect to the charge as it affected the female prisoners for whom his learned friend Mr. Adolphus appeared, he (Mr. Clarkson) wished to draw the attention of the magistrates to the evidence already given. It would be recollected that after the prisoner Moss had acquired possession of the two boxes which were presumed to contain the gold dust, the produce of the robbery, Mrs. Moss and Mrs. Levy were sworn to be dealing with them in various ways, that they assisted in moving it from the former residence of Moss to the temporary lodgings taken by his wife, and subsequently removed it in different quantities from the latter place to another place, which he would be able to show on the next examination, and that they also assisted in the escape of Moss himself. Nay, he (Mr. Clarkson) would be able to show more—that, according to Mrs. Moss's own admission, she had been up all night in the room where the boxes which actually contained the gold had been destroyed; and therefore he could not consent to their discharge. On the contrary, the course at present intended to be pursued by the parties engaged for the prosecution was to indict them with the other prisoners at the ensuing session of the Central Criminal Court.

After a lengthened examination Rees was discharged, and the other prisoners were remanded until Tuesday next.

MINING CORRESPODENCE.

ENGLISH MINES.

HOLMBUSH MINING COMPANY.

April 29.—On Saturday last our setting was held, and the tutwork and tribute again set on terms of satisfaction. The cross-cut at the 100 fathom level is extended north of the engine-shaft 21 fms. 1 ft. 10 in., and the ground, as last described, favourable for driving. The progress of this end impeded, occasioned by dropping the new lift, and the water in, but is since overcome. Driving west of the engine-shaft, at the eighty fathom level, little alteration, but hope to have the junction of the north and south lode by the end of next month. Driving west, at the seventy fathom level, the lode is about one and a half foot wide, worth about four tons per fathom. Driving west, on Flapjack lode, disordered by a cross-course. Driving west, at the sixty-two fathom level, lode about sixteen inches wide, worth about two tons per fathom. Stopes at the back still a good course of ore, lode about two feet wide, and worth about six tons per fathom. Driving west, at the fifty-two fathom level, lode much disordered by a cross-course, but on getting through it expect to have as good a lode as before it was cut. The stopes at the back, lode about one and a half foot wide, worth four tons per fathom. Driving west, at the forty fathom level, little alteration. Stopes at back still a good course of ore, lode about two feet wide, worth from six to seven tons per fathom. The thirty-five fathom level is suspended at present. Pitches looking well. Weighed at Calstock-quay, on the 23d and 24th inst., 164 tons 10 cwt. 1 qr. of copper ore. J. Richards.

GWINEAR MINING COMPANY.

April 27.—In the thirty fathom level east the ground is hard, with small veins of tin. In the twenty fathom level east good ground, with good stones of tin. In the twenty fathom level west no alteration. In the ten fathom level east good ground—the back of the level will set on tribute.

C. H. Richards.

ST. HILARY MINING COMPANY.

April 25.—Thirty-three tons of ore were this day sold, at 6*l.* 17*s.* 6*d.* per ton; and twenty ditto, at 3*l.* 9*s.* 6*d.* per ton.

April 27.—In the engine-shaft the lode is two feet wide, with good stones of ore. In the seventy fathom level west of engine shaft the lode is one foot wide, good yellow ore. The seventy fathom level east is suspended, to rise in back of the seventy, against the winze in bottom of sixty. In the cross-cut in the sixty fathom level east we have put the men to cut a branch which is to the south. The sixty fathom level east is suspended to cross-cut. South winze, in bottom of sixty fathom level east, is suspended, the water being very quick. C. H. Richards.

ENGLISH MINING COMPANY.

Great St. George, April 30.—The forty fathom level, west of Burton's, contains a lode two feet wide, of capel, spar, mundic, and ore, of little value. The winze at the bottom of the thirty of this shaft is completed to the forty, and the men are now engaged in sinking another, about fourteen fathoms further west, at which point the lode is from eighteen inches to two feet wide, and composed of ore, mundic, and spar, of the former producing two tons per fathom. The lode in the centre winze is two and a half feet big, but possesses no mineral of important value. In the western winze the lode is large and promising, but will not at present produce more than between one and two tons of ore per fathom. The lode in the twenty fathom level, west of Burton's, is twenty inches wide, of capel and spar, on the whole poor. The same level, east of Campbell's, within the last few days has become hard, and the lode comparatively poor; this is quite unexpected, as only a few days ago it was so promising, that we were led to anticipate further improvement, which we cannot even now think otherwise. The lode in the winze, at the bottom of the ten fathom level, is still poor—ground hard and unpromising. The tributers are working with spirit, and will break for our next sampling 600 tons of ore.

Wheal Leisure.—The lode at the sixty-two fathom level, west of engine-shaft, is from four to five feet big, of mundic, capel, spar, and ore, yielding of the latter between one and two tons per fathom. At the fifty-two the lode is large, very promising, and productive to the extent of about two tons of ore per fathom. In driving the cross-cut at sixty-two, still employed in rising towards Bourdillon's engine-shaft. The cutting down of that shaft from the forty-two is progressing through a somewhat favourable channel of ground. The lode at the fourteen fathom level, west of this shaft, is fifteen inches wide, and contains spar, peach, mundic, and stones of ore, which is pretty much the character of the lode at the twenty-eight fathom level, both being at present poor. Very little alteration in the ground working by the tributers of this mine. H. Humphries.

UNITED HILLS MINING COMPANY.

April 30.—In the thirty-five fathom level the lode is two feet wide, with stones of ore. In the adit level the lode is two feet wide, producing a little ore. In the ten fathom level the lode is eighteen inches wide, with ore throughout. In the twenty fathom level the lode is two and a half feet wide, intersected with small branches of ore. In the twenty-seven fathom level the lode is two feet wide, poor. In the thirty fathom level the lode is three feet wide—twenty inches good for ore. In the thirty-six fathom level, the lode in the eastern end is three feet wide, producing some good ore. In the western end the lode is four feet wide, coarse in quality. In the forty fathom level (east and west of Williams's shaft) the lode is two feet wide, looking more kindly than when last reported. In the western end the lode is five feet wide—two feet ore of fair quality. In Williams's shaft no lode taken down during the past week. C. Penrose.

TRELEIGH CONSOLS MINING COMPANY.

April 27.—Our survey yesterday was well attended, showing great competition, several pieces being cut down below the captain's prices, and the pitches also promise to do well; in fact, Christoe holds out cheering prospects. The engine-shaft, under the forty fathom level, is improving in depth; the lode is large, composed of spar and ore, with an increase of water. The forty east is looking well, and is nearly under the 4s. pitch, in which the lode is three feet wide, all saving work, and promises shortly to be much better. The twenty east continues to open tribute ground, and has evidently the appearance of a new shoot of ore not yet seen in the levels below, which we hope to discover by rising through the slide. At Skanger we have no alteration; the twenty fathom level is going out in good ground, under Good Fortune shaft, which is sinking on the south lode, and will, in about two months, be down to the level, consequently, greatly facilitate the operations on this part. The last month's ore will be but little short to pay the whole cost on the mine for that period. W. Sincock.

POLGREEN MINING COMPANY.

April 20.—The thirty-two fathom level cross-cut is driven two and a half fathoms south of Vice's Flat-rod engine-shaft—the ground is rather a hard killas. At the twenty-two fathom level, west of Flat-rod engine-shaft, Dorcas's lode, is about six inches wide, promising, and yielding rich stones of tin. This level, going east on the same lode, is producing a little tin. At the twelve fathom level, driving east of Williams's shaft, Dorcas's lode is one foot wide, composed of peach, mundic, and tin—a promising level. We are raising a winze in the back of this level, on the course of the lode, which is about four inches wide, and rich for tin. We have this day held our monthly setting for May, and paid March cost; we have set five tutwork bargains, in which we have twenty-four men employed, and prices are varying from 7*l.* 10*s.* to 13*l.* per fathom. We have also six tribute pitches set to-day, in which we have twenty-eight men employed, their tributes varying from 9*s.* to 13*s.* out of the 1*l.*, so that, on the whole, our prospects are by no means discouraging. We sold last Saturday, the 13th inst., at Calenick, 1 tons 13 cwt. 2 qrs. 5 lbs. of black tin, for which we received 106*l.* 13*s.* 6*d.*, which was duly forwarded you. Richard Rows.

REDMOOR CONSOLIDATED MINING COMPANY.

April 29.—We have this instant concluded the setting for May month in these mines. The following particulars you will please receive as my report:—At the seventy fathom level going south of Johnson's Flat-rod engine-shaft, the silver lead lode is about eight inches wide, and producing some very good work. At this level, driving north, the lode is one foot wide, composed of soft prian and silver lead, but not rich. We have this day set Johnson's Flat-rod engine-shaft, to sink below the seventy fathom level, at 12*l.* per fathom. At the sixty fathom level we have a promising lode going north; it is from six to nine inches wide, and yields some rich work. In Johnson's whim-shaft, sinking below this level (and is already sunk seventeen feet), the appearance of the lode and ground is of a favourable description; the former is on an average one foot wide, and, on the whole, productive of good work. All our upper levels remain stationary, as to their quality, and in reference to size of lode, as they have been for the last three months, *i. e.*, producing a little ore, but not very productive. We have four tribute pitches working in the sixty fathom level, from 50*s.* to 60*s.* per ton, and nine others varying from 6*l.* 10*s.* to 9*l.* per ton. At the north mine, twenty fathom level east of engine-shaft, we have intersected a second branch, which we suppose to be still a split of the main lead lode; the ground about this latter branch is a congenial strata, and impregnated with lead. I do hope still there is something good before us in this part of the mine. Our computed 13 tons 18 cwt. (21 cwt.) of ore (dry weight) sold to Messrs. B. Somers and R. and W. Michell, at 16*l.* per ton; and the No. 2 parcel, 20 tons 12 cwt., sold to R. and W. Michell, at 6*l.* per ton. Richard Rowe.

CORNUBIAN MINE.

Chiverton, April 30.—Our forty fathom level east, on south lode, the lode is large, but not rich at present. The same level west, on Chiverton lode, we have a very promising lode, but not so much lead in it as I expected there would be by this time. In the thirty-two fathom level east, on south lode, we have a good lode. The same level west, on Chiverton lode, the lode is cut out with a slide, and we have to drive north to meet with it again. No improvement in the sixteen fathom level as yet. We sampled last Saturday ninety-five tons of lead, and we have now dressed for a new parcel 5 tons; undressed 30; broke underground 5.—Total, 40 tons. J. Borlase.

TAMAR SILVER LEAD MINING COMPANY.

April 27.—Early yesterday morning I arrived here, and proceeded at once to examine the operations underground; the result of my inspection, I have much satisfaction in saying, is highly satisfactory. At the 145 fathom level the lode going north of the shaft is two feet wide, orey, and improved of late. In the winze sinking from the 135, north of the engine-shaft, the lode is large, and yielding some good work. To-day we have set to drive the 115 fathom level south; finding our prospects decidedly improving in that direction, I am of opinion it will be found necessary to drive all the old levels abandoned by the former proprietors 'ere long. At the 105 fathom level we have a good orey end, for the whole width of the end, say for three feet wide. At the ninety-five fathom level we expect shortly to get into some good orey ground, but at present the lode is not very productive. At the eighty-five and seventy-five fathom levels the lode has also much improved since our last setting; in each of these levels we are going through ground which will bye-and-bye set at low tributes. We have this setting set three new pitches, four men in each—one in the bottom of the seventy-five fathom level, at one farthing in the pound, and one in the back of the same level, considerably to the south of the first-named, at 8*s.*, and a third in the back of the 105 fathom level at 9*s.*; and altogether we have seventeen tribute pitches working, on an average at lower tributes than formerly, which you will observe by the setting report to be forwarded by Monday's post. You have no doubt noticed that we have begun to increase our samplings; our last parcel of ore is computed fifty-four tons, and I have a great hope that we shall still add to that quantity monthly. In conclusion, I would observe, that I consider Tamar never looked so well since I have had the superintendence as at the present time.

Richard Rowe.

RHYMNEY IRON COMPANY BILL.

In the House of Commons, on Monday evening, Lord G. Somerset moved the third reading of the Rhymney Iron Company Bill.

Mr. Baines opposed it. The object of the bill was to enable certain parties out of the funds of a company collected for other purposes to build and endow a church in Monmouthshire, against the wish of some of the subscribers. Unless the noble lord would consent to the introduction of a clause protecting the interests of those shareholders who did not consent to that mode of applying the company's property, he should divide the House against the third reading.

Lord G. Somerset thought it somewhat surprising that those who entertained any objection to this bill had suffered it to reach its very last stage without offering the slightest opposition to it. The bill had been before the House since the middle of February, and had gone regularly through its various stages. Its object was to enable the Rhymney Iron Company to accommodate a population of 8000 souls whom they employed with the means of religious instruction. There were 10,000 shares in the company; and the proprietors of 9985 being of different religious opinions, Episcopalians, Roman Catholics, and Dissenters, were unanimous in support of the bill, while only two proprietors, representing fifteen out of the 10,000 shares, were at all hostile to it. He thought the proposal highly honourable to the company, and he was sure the House would not, under the circumstances, on account of the opposition of two individuals representing so small an interest, retard the accomplishment of so noble an undertaking. He should certainly oppose the introduction of a clause to the effect stated by the honourable gentleman.

Mr. W. Patten inquired why the clause had not been suggested in the committee?

Mr. Baines said he was compelled to admit that the omission was occasioned by his own neglect.

Strangers were then ordered to withdraw. The bill was, however, read a third time, and the division took place on the question that the bill do pass, when the numbers were—Ayes 71, Noes 8; majority 63.—The bill then passed.

Rodda's Patent Method of Consuming Smoke.—Amongst the numerous patents which have lately been obtained for plans for consuming smoke, there are none which can vie in simplicity with that invented by a Mr. Rodda; and its efficiency, as far as it has been tried, has been unequivocally attested by the engineer and others who have superintended the operation of the plan at Truman, Hanbury and Co.'s brewery. The method adopted is to partition off a portion of the back of a furnace with fire-brick, so that when the coal has been coked in the fore part, it is thrust into the hinder division, and the smoke from the freshly supplied coal being compelled to pass over the incandescent coked fuel, is consumed. The principal merit of this invention is in it's simplicity, consisting merely of a few fire-bricks, which may be placed in any furnace without expensive alteration. We shall hereafter publish a full description and engravings of the plan.—*Mechanics' Magazine.*

Colliery Accident.—An explosion of fire-damp took place on Thursday morning, at the Deep Pit or Main Colliery of the Neath Abbey Coal Company, port of Neath, whereby one man was killed, and fifteen or sixteen more were injured; one had a leg broken, another nearly scalped, the rest more or less burnt, but the explosion occurring, before the men had stripped for their work, or even fully entered to their separate occupations, but little comparative injury is likely to result beyond a short suspension of their labour. We hear that this colliery is excellently ventilated, having fire at the upthrow pit, and a jet of water at the downthrow pit, to ensure a free current of air through the workings, always in one direction, but that, owing to the negligence of the last man coming up, a door was left open, which was the occasion of the current of air not taking its usual or proper course. This was instantly discovered on the men going to their work; it was then shut, and an increased jet of water employed to propel the air current through the workings, and in a short time the noxious gas which had accumulated during the night would have been dispersed; but, owing to the impatience, imprudence, or folly of one young man rushing in prematurely, and contrary to the overman's directions, who was employed at the hazard of his life in admitting the additional jet of water, the sad explosion and its effects were the consequence, including much injury to the works. The young man to whom the accident is thus attributed, is one of the worst burnt, and will thus have received a pretty severe caution for the future, if his life be spared. Let their harms be others' warnings.—*Cambrian.*

Mine Accidents.—On Wednesday, the 17th instant, as a miner named Goldsworthy, and his son-in-law, were preparing a hole for blasting in Tincroft mine, the charge exploded prematurely, by which both the parties were very seriously hurt. Goldsworthy had one leg and both arms broken, —one a compound fracture—one of his eyes was also blown out, and he sustained other serious injuries. His comrade, too, was very seriously hurt; one hand and one foot having been badly shattered and his great toe torn off. We have not been able to learn whether they were using the safety fuse or not.—On the same morning an old miner named Tredinnick, had his foot seriously injured in the Carn Brea mines, by a smith's anvil slipping off the stock and falling upon it.

ORIGINAL CORRESPONDENCE.

EAST CORNWALL MINING COMPANY.

[In giving insertion to the following letter, we must not be understood as offering any opinion on the subject in dispute.—Ed. M. J.]

TO THE EDITOR OF THE MINING JOURNAL.

Sir,—It is difficult to say whether the influence which your invaluable Journal gives to that extensive branch of the commercial world, the mining interest, or the impartial and correct mode of dealing with that influence, has served so pre-eminently to establish it as a publication of the first authority; but in proportion to its rank, will it be expected by the public that the fallacy of reports, resolutions, and speeches made artfully at public meetings to be inserted in your Journal, should be exposed? I have just read the account headed "East Cornwall Mining Company," of a special meeting of its adventurers, held at their office, in Austin-friars, on Tuesday, the 10th ult., and I should have passed it by as one other of the attempts on the part of the leading members of this company to injure me, had it merely received the sanction of a publication less influential than your own.

It appears two reports were read, one made in November last, and the other the recent report of their mine agent; the first states that the mine, called the Beacon, situated upon the property held by this company, and within their boundaries, had been forcibly taken possession of by me. My respect for you as a public Journalist prevents the rising inclination to designate this statement by a plain and simple monosyllable. The following are the facts:—In the month of March, 1833, I bought the Beacon bounds for my son; in November, 1833, the present company was formed, mainly at my recommendation, by the purchase of Bryn Tye mine; the leases and deeds for which gave the company liberty to mine under three distinct and extensive bounds, viz., Bryn Tye, Brandize, and Hallaisey Bounds, forming a very extensive set; these bounds lay on the east side of and adjoin the Beacon Bounds, and being in Cornwall, and working another mine in the same parish, I was, as a shareholder of one-eighth of the mine, deputed to superintend the working of the company's mine, and I continued to employ myself, without salary or remuneration, until, at my own request, an agent was appointed; a person of the name of Lewis was selected about Christmas, 1834, and I gave him letters of introduction, being at the time in London, and put him in the possession of the works shortly afterwards. About a month or six weeks subsequently I sold my interest in the other mine alluded to, but having occasion to go to Roche in April, Lewis there applied to me for a grant to work the Beacon Bounds, saying he would pay me any dues we should agree upon on behalf of the company. I declined to give him a grant, intending, as I had already expended some money, and made discovery of promising lodes, to work it myself, by obtaining such assistance as a division of it into shares would create, and returned to London with those views.

In the early part of July I met Lewis upon the Royal Exchange, when he again renewed his application for a grant of the Beacon Bounds, which I again refused. In the month of September I received a letter from Cornwall, that Lewis had removed the materials from my shaft, and commenced driving a level within my bounds; upon the then managing captain of the company being remonstrated with by my agent, he said, "That he did not know he was doing wrong, for Mr. Lewis had told him that he had bought the bounds of me," and he refused to desist. Immediately I directed an application to be made to Mr. Frederick Suretan, of the Alliance Office, who was then one of the trustees of the company, who said that Lewis was not working there with his authority, or, as he believed, with the authority of the company. I then went into Cornwall, and learnt that Lewis pretended to have some authority from Mr. Trestrail, the steward of the Earl of Falmouth. I immediately went to that gentleman, who denied having given any authority to Lewis, and informed me that I was at liberty to resume possession of the bounds, so far as his lordship was concerned. I then returned to Roche, where Lewis was staying, and after deprecating his conduct, desired him to leave the bounds, or that I should take possession of them as my indisputable property. Lewis again asked me to sell it, or to allow the company to work it under me; this I declined, and left him in full possession of my determination.

The next or following day I went to the bounds, and not finding any one there, I took possession of them, and put my men to work. Shortly after Lewis came with a party of men to regain possession by force: his language and threats upon this occasion (surrounded by a majority in numbers) were violent and revolting to every manly feeling; as a sample of which he threatened to place gunpowder in the mine and blow it up—one of his favourites procured fire arms. At length a parley was proposed, and we went to the counting-house of Bryn Tye to discuss the practicability of an arrangement. He renewed his offer of paying me the dues, provided I would grant to him for the company. I refused to do so, but taking out my pocket-book offered him 15*l.* to accompany me to London to arrange with Suretan and others. I did not choose to trust to any unauthorised arrangement with Lewis. The conference broke up without coming to any conclusion, and he again used threats, at which I laughed. This, Sir, was the forcible possession taken by me. Shortly after this Lord Falmouth appears to have been prevailed upon to serve the purposes of the company, by filing a bill in Chancery, and bringing an ejectment; but the noble Earl's advisers have very properly taken an indemnity—doubtless full and sufficient. The bill is still pending. The ejectment, it is true, has been twice decided against me—but look to the cause. Upon the first occasion my counsel established, in their opinion, a legal defence. The Judge, of whom I am bound to speak reverentially, thought otherwise, and so directed the jury. Four of the Judges were of opinion this direction was wrong, and a new trial was ordered, and three questions were directed to be put to the jury:—

1st. Whether these were ancient bounds?

2d. Whether they could be legally maintained in ejectment?

3d. Whether they had been renewed?

The first two out of these three questions were found in my favour—a man of the name of Hore was the renewer, consequently his evidence was indispensable. This man was taken into the employ of the company by Lewis, very shortly after my reassuming possession, and was kept by him for a long period doing nothing, and it was with some difficulty he was subpœnaed by me. Lewis also subpœnaed this man, and had him at his inn with his other witnesses, for reasons which they probably could explain. At the second trial, after the plaintiffs' counsel had ended their case, my counsel, in his address to the Court, said Hore was in attendance, and would be called. He was called, but he came not. He was subpœned by the plaintiff, but was not called by him, nor at the trial was he in court with their witnesses. The renewal was consequently not proved. The jury decided upon this point against me. Thus have the two trials for the present ended;—let my opponents boast their success so honestly obtained, and the company or some of its members find from their own glossary the proper expression. "The trustees, therefore, to be in the possession of funds, knowing the value of this mine, stopped all their other works, except such as were absolutely necessary; but, in spite of every vexatious opposition to a fair hearing of the cause, gained a second verdict." Lewis and two others were indicted for the abduction of this witness. The facts proved were, that the assizes commenced on Monday, the 31st of August, 1837; that plaintiff's witnesses were kept at the King's Arms, at Launceston; Hore arrived at Launceston on Monday evening, went to the King's Arms, and subsequently left Launceston with a person of the name of Phillips (one of plaintiff's witnesses), and went to the Northumberland Arms, St. Stephen's, arriving there in a state of intoxication about ten o'clock in the evening; slept there with Phillips, and on the following morning a person of the name of Blake, of Roche (an acquaintance of Lewis's, and staying with him at the King's Arms), and another person of the name of Snell, another acquaintance of Lewis's, went to the Northumberland Arms about nine o'clock, when they all commenced drinking; Hore became very drunk, and was taken away in Lewis's gig, driven by Blake, and accompanied by Snell; they arrived at Lifton (four or five miles from Launceston) on Tuesday afternoon, where Blake left Hore in the care of Snell. On Wednesday morning, against the persuasion of Snell, Hore returned on foot into Launceston to appear at the trial; the cause, however, had been fixed by the Judge for Thursday. On Wednesday Hore dined with Lewis's witnesses at the King's Arms; left there in the evening, again driven by Blake in Lewis's gig, and again accompanied by Snell; he was this time taken to Milton Abbott, when he arrived there he was very tipsy. Snell was again left in charge of him by Blake; they remained there that night and the greater part of the following day, until Lewis's servant took from Launceston a letter to Snell; they then removed to Lewhitton, and Lewis's servant having returned to Launceston was sent with another letter from Blake to Snell, at Lewhitton. Hore and Snell then went to an obscure private house, and the trial lasting until twelve o'clock that night, at five o'clock on the following morning (in consequence of some information which had been conveyed to me) I went to Lewhitton, and found Hore and Snell together, at this private and isolated house, situated in a deeply wooded valley, out of all passing observation.

This is a summary of the evidence as near as I can give it, avoiding much which was proved more immediately connecting Lewis with the parties, not because I place little value upon it, but because it is my wish to confine this summary to the evidence of parties wholly unconnected with, and unknown to me, or, as I believe, Lewis, Blake, and Snell, until this transaction—innkeepers of respectability, and their servants, of unimpeachable character.

The jury returned their verdict not upon the evidence, but upon the unsupported speech of a hired advocate, unfortunately privileged by our laws to utter any calumny in support of any cause, without adducing any proof, and which the practice gives no opportunity to rebut, unless he calls a witness in his cause, nothing would have gratified us more than the examination of any one or the whole of Lewis's host of witnesses.

I am, Sir, your obedient servant,

London, May 2. Christopher [illegible].

PUBLIC COMPANIES.

MEETINGS.

EAST CORNWALL MINING ASSOCIATION.—The shareholders are requested to MEET the Trustees of this Association at their office (3, Austin-friars) on Tuesday, the 7th day of May, on special business. The chair will be taken at Twelve o'clock precisely.
3, Austin-friars, April 27.

IMPERIAL BRAZILIAN MINING ASSOCIATION.—Notice is hereby given, that the HALF-YEARLY GENERAL MEETING of the proprietors of this association will be held at the London Tavern, on Thursday, the 9th day of May next, in pursuance of the bye-law passed at the Special General Meeting of the 6th of February, 1828. The chair will be taken at Two o'clock precisely. GEORGE THOMAS, Sec.
Winchester House, April 15.

NEW GRANADA MINING COMPANY.—Notice is hereby given, that the FOURTH GENERAL ANNUAL MEETING of this company will be held at the office of the company, on Wednesday, the 15th day of May next, at Two o'clock precisely. At this Meeting two auditors will be elected.
By order of the board of directors,
3, Freeman's-court, Cornhill, London, April 30. JOHN CHAPMAN, Sec.

ST. JOHN DEL REY MINING COMPANY.—The NINTH ANNUAL GENERAL MEETING of the proprietors of the St. John del Rey Mining Company will be held at the company's office, No. 8, Tokenhouse-yard, Lothbury, on Friday, the 24th day of May instant, at Two o'clock precisely.
At this Meeting two directors will be elected in the place of two directors who retire, but who are eligible to be re-elected. GEO. D. KEOGH, Sec.
8, Tokenhouse-yard, May 2.

SOUTH-EASTERN RAILWAY COMPANY.—The HALF-YEARLY GENERAL MEETING of the proprietors will be held at the office of the company, 16, Coleman-street, London, on Wednesday, the 8th of May next, at One o'clock in the afternoon precisely, at which Meeting the election of three directors in the room of the like number retiring by rotation will be proceeded with.
T. W. TYNDALE, Chairman of the Board of Directors.
J. S. YEATS, Secretary.
Railway office, 16, Coleman-street, April 17.

TREWOLVAS MINING COMPANY.—Notice is hereby given, that in accordance with the resolutions passed at the last Annual General Meeting of the proprietors, an ADJOURNED GENERAL MEETING of the shareholders will be held at the office of the company, No. 12, Pancras-lane, London, on Monday, the 24 day of June next, at Twelve o'clock precisely.
Mining Office, May 1. C. F. KIRKMAN, Sec.

WHEAL WALLIS MINING COMPANY.—Notice is hereby given, that the ANNUAL MEETING of the Shareholders in this Mine will be held at the Star Inn, Helston, on the 6th day of May next, at Ten o'clock in the morning, and an ADJOURNED MEETING will be held in Manchester on the 30th of the same month. By order of the Directors,
15, St. Ann's-square, Manchester, April 22. HENRY CARR, Sec.

WHERRY MINING COMPANY, Mount's Bay, Penzance, Cornwall.—The shareholders are reminded, that the ANNUAL MEETING will be holden on the Mine, on Monday, the 6th day of May next, at Eleven o'clock in the forenoon.—Dated April 22.

CALLS.

WEST DURHAM RAILWAY.—The directors hereby give notice, that a CALL of ONE POUND per share has this day been declared, payable on or before the 1st of June next, and the shareholders are requested to pay the same (with all arrears on the former call) to the London Joint Stock Bank, London; or to Messrs. Backhouse and Co., Darlington. A list of the numbers of the shares paid upon must be given to the bankers at the time of payment.
By order of the directors,
39, Great Winchester-street, London, April 26. WM. BEDFORD, Sec.

WHEAL MORGAN MINE, LAMERTON, DEVON.—Notice is hereby given, that the directors have made a CALL of ONE POUND per share on all shares in this company, and that the same is payable on or before the 1st day of June next, at Messrs. Barnett, Hoare, and Co., in the credit of Messrs. Gill and Rundle, bankers, Tavistock; or at Messrs. Gill and Rundle's, 28, Poultry, London.
May 2, 1839.

SHARES IN BRITISH MINES.—WILLIAM TRENERY jun., Mining Agent and Sharebroker, from Redruth, Cornwall, is in a situation to treat for the sale or purchase of SHARES IN MINES paying good dividends, as well as those coming into maturity. Mines inspected by first-rate practical men. Specimens of Ores from the various Mines may be seen, and every information obtained, on application (if by letter, post paid) to 5½, Threadneedle-street, London.—April 26.

STOCKTON AND HARTLEPOOL RAILWAY.
CONTRACT FOR STONE BLOCKS, LARCH SLEEPERS, AND POST AND RAIL FENCING.
The directors of the above railway will meet at their office (adjoining Messrs. Jackson and Skinner's offices) in Stockton-upon-Tees, on Tuesday, the 14th day of May next, at Twelve o'clock at noon, to receive TENDERS for supplying the company with the above materials. TWENTY-FIVE THOUSAND STONE BLOCKS, FOUR THOUSAND SLEEPERS, and about TEN MILES in length of FENCING, will be required. No Tender will be received for a less quantity than five hundred stone blocks or wood sleepers, nor for a less length of fencing than one mile.
Further particulars, with a specification, may be had on application to George Leather and Son, Civil Engineers, Leeds; or to
R. WARD JACKSON, Solicitor, Stockton,
Stockton, April 16. Clerk to the Company.

STOCKTON AND HARTLEPOOL RAILWAY.
CONTRACT FOR IRON RAILS AND CHAIRS.
The directors of the above railway will meet at their office (adjoining Messrs. Jackson and Skinner's offices) in Stockton-upon-Tees, on Tuesday, the 14th day of May next, at Twelve o'clock at noon, to receive TENDERS for MALLEABLE IRON RAILS, of which about nine hundred tons will be required; also for the CAST-IRON CHAIRS or PEDESTALS required for that quantity of Rails.
Patterns may be seen, and a specification and further particulars may be had, on application to George Leather and Son, Civil Engineers, Leeds; or to
R. WARD JACKSON, Solicitor, Stockton,
Stockton, April 16. Clerk to the Company.

STOCKTON AND HARTLEPOOL RAILWAY.
CONTRACT FOR WORKS.
The directors of the above railway will meet at their office in Stockton-upon-Tees, on Tuesday, the 21st day of May next, at Twelve o'clock at noon, to receive TENDERS for the WHOLE of the WORKS on their LINE, being a length of about Eight and a Quarter Miles. Plans, Sections, and Specifications may be seen, and a List of Tenders and other information may be had, on application at the offices of Messrs. George Leather and Son, Civil Engineers, Leeds, from Monday, the 6th, to Saturday, the 11th of May (both inclusive), and from Monday, the 13th of May, until the day of letting, at the company's office, in Stockton-upon-Tees.
R. WARD JACKSON, Solicitor, Stockton.
Stockton, April 26. Clerk to the Company.

TAFF VALE RAILWAY.—CONTRACT FOR WORKS.—Notice is hereby given, that the Directors will meet at their Office in Cardiff, on Wednesday, the 15th day of May next, at Twelve o'clock, to RECEIVE TENDERS for the execution of the following WORKS, viz.—
CONTRACT, No. 11—Being the excavation and formation of the cuttings and embankments, and construction of all bridges, culverts, and other masonry, retaining walls, and the entire completion, excepting ballasting and laying the permanent rails, of that portion of the line extending from the termination of Contract No. 15, in the parish of St. John the Baptist, in Cardiff, to the termination of the railway in field marked No. 47 in the Parliamentary Plan, in the parish of St. Mary, in Cardiff, being a distance of about eighty-five chains. Also
CONTRACT, No. 12 (Llancaich Branch)—Being the excavation and formation of the cuttings and embankments, and the construction of all bridges, culverts, and other masonry, retaining walls, and the entire completion, except ballasting and laying permanent rails, of that portion of the line extending from the termination of Contract No. 15, in the parish of Llanvabon, to a point in field marked No. 7 in the Parliamentary Plan, in the parish of Gelly Gaer, being a distance of about 226 chains.
Drafts of the contracts, with plans and specifications of the works, will be ready for inspection at the Engineer's Office, at Maendy, near Cardiff, on and after Monday, the 6th day of May next.
Printed forms of tender may be had there, or at the Office in Cardiff, and no others will be attended to.
The parties whose tenders are accepted will be required to enter into a bond, with two sureties, for the due performance of their contract, and the names of the proposed sureties to be specified in the tender.
The tenders must be delivered at the Office in Cardiff, on or before Twelve o'clock on the said 15th day of May, and the parties tendering, or persons duly authorized by them, must be in attendance at the time of meeting.
The directors will not bind themselves to accept the lowest tender.
By order of the Board,
Taff Vale Railway Office, April 24. JOSEPH BALL, Secretary.

BY THE QUEEN'S PATENT.
To Engineers, Railway Directors, Steam-Boat Proprietors, Manufacturers, and others requiring Steam Power.

MESSRS. BUNNETT and CORPE respectfully solicit attention to their new PATENT CONCENTRIC STEAM-ENGINE, which, by its novel formation and arrangements, combine compactness of form, increase of power, speed, and economy in working, to an extent hitherto unattainable. Descriptive plans and particulars, also cards to view the Engine in operation at their ENGINE and PATENT REVOLVING IRON SHUTTER WORKS, Deptford, may be obtained at their office, No. 26, Lombard-street, London.

TWO NEW HIGH PRESSURE ENGINES FOR SALE.
Six and Four Horse-power, very compact and well finished—adapted to work very economically. Engines of the same patterns may be seen in work as above.

THE PATENT SAFETY FUSE, FOR BLASTING ROCKS IN MINES, QUARRIES, AND FOR SUBMARINE OPERATIONS.—This article affords the safest, cheapest, and most expeditious mode of effecting this very hazardous operation. From many testimonies to its usefulness with which the Manufacturers have been favoured from every part of the kingdom, they select the following letter, recently received from John Taylor, Esq., F.R.S., &c. &c.:—
"I am very glad to hear that my recommendations have been of any service to you. They have been given from a thorough conviction of the great usefulness of the Safety Fuze; and I am quite willing that you should employ my name as evidence of this."
Manufactured and sold by the Patentees, BICKFORD, SMITH, and DAVEY, Camborne, Cornwall.

MEETINGS OF SCIENTIFIC BODIES,
IN THE ENSUING WEEK.

SOCIETY.	PLACE OF MEETING.	DAY.	HOUR.
Entomological	17, Old Bond-street	Monday	8 P.M.
British Architects	48, King-st., Covent-garden	Monday	8 P.M.
Linnæan	Soho-square	Tuesday	8 P.M.
Horticultural	21, Regent-street	Tuesday	2 P.M.
Royal Medical and Chir.	53, Berners-street	Tuesday	8½ P.M.
Civil Engineers	1, Cannon-row	Tuesday	8 P.M.
London Electrical	Adelaide-street	Tuesday	7 P.M.
Society of Arts	Adelphi	Wednesday	7½ P.M.
Geological	Somerset House	Wednesday	8½ P.M.
Medico-Botanical	32, Sackville-street	Wednesday	8 P.M.
Rl. Society of Literature	St. Martin's-place	Thursday	8 P.M.
Scientific Society	Charlotte-st., Bloomsbury	Thursday	8 P.M.
Royal	Somerset House	Thursday	8½ P.M.
Antiquaries	Somerset House	Thursday	8 P.M.
Royal Astronomical	Somerset House	Friday	8 P.M.
Royal Institution	Albemarle-street	Friday	8½ P.M.
Royal Asiatic	14, Grafton-street	Saturday	2 P.M.

SOCIETY OF ARTS.

Monday, May 6—Accounts, at half past seven, on the monthly audit; after which, Correspondence and Papers, on the Volume of Transactions.
Tuesday, 7th—Fine Arts, at twelve, for examining the specimens made by candidates to whom medals have provisionally been awarded.
Wednesday, 8th—Meeting of the Society at eight. A. AIKIN, Sec.

PUBLIC COMPANIES.

MEETINGS.

Gas-Light and Coke Company	Crown and Anchor	May 4	11.
S. Durham and North York Shipping Co.	Sun Inn, Darlington	6	2.
Wherry Mining Company	On the Mine	6	11.
Wheal Wallis Mining Company	Star Inn, Helston	6	10.
Southwark Bridge	Queen-street-place	7	12.
West Middlesex Water-works	New-road, St. Marylebone	7	11.
Anglo-Mexican Mint Company	9, New Broad-street	7	1.
East Cornwall Mining Association	3, Austin-friars	7	12.
Highgate Archway	68, Old Broad-street	7	1.
Amicable Society	Serjeant's Inn	8	1.
Polbreen Mining Company	7, St. Mildred's-court	8	2.
West Cornwall Mines Investment Co.	George and Vulture Tavern	8	12.
South Eastern Railway	Office, Coleman-street	8	1.
Metropolitan Life Assurance	3, Princes-street, Bank	8	2.
Imperial Brazilian Mining Association	London Tavern	9	2.
West Wheal Jewel Mining Association	23, Threadneedle-street	13	12.
Imperial Continental Gas Association	7, White Hart-court	14	2.
New Granada Mining Company	3, Freeman's-court, Cornhill	15	2.
Equitable Gas-Light Company	21, John-street, Adelphi	16	11.
Provincial Bank of Ireland	42, Old Broad street	16	12.
Kellewerris Mining Company	London Tavern	18	1.
South Paigcoth Mining Company	19, Billiter-street	23	12.
St. John del Rey Mining Company	8, Tokenhouse yard	24	2.
Altona, Hamburgh, & Lubeck Railway	George and Vulture	June 3	12.
Northern and Eastern Railway	61, Moorgate-street	3	12.
Trewolvas Mining Company	12, Pancras-lane	5	12.

CALLS.

Birmingham & Derby Junction	10l.	May 13	Glyn, Halifax, and Co.
Trinity Harbour Company	5l.	20	Ladbroke and Co.
Danescomb Mining Company	10s.	20	Wright and Co.
Haytor Granite Company	2l.	20	Coutts and Co.
Glasgow, Paisley & Greenock R'way	2l.	22	As former calls.
Van Dieman's Land Company	1l.	June 1	55, Old Broad-street.
National Reversionary Investment	24l.	1	65, Old Broad-street.
West Durham Railway	1l.	1	London Joint-Stock Bank.
London, Newcastle, &c. Shipping Co.	1l.	1	62, Threadneedle-street.
East Wheal Strawberry Company	10s	3	3, Freeman's-court.
Cambrian Iron and Spelter Co.	24l.	Aug. 1	London Joint-Stock Bank.

DIVIDENDS.

Kennett and Avon Canal Navigation	27s. per sh.	62, Lombard-street	30.
United Hills Mining Company	15s. per sh.	3, Adam's-court	May 21.
Alliance Insurance	1l.	1, Bartholomew lane	—.

THE MINING JOURNAL,
And Commercial Gazette.

LONDON, MAY 4, 1839.

We last week briefly noticed the proceedings at a meeting of the "Irish Waste Land Improvement Company," held in London, a report of which appeared in our columns; we now return to the subject, as one of general interest and meriting a further notice. It is at all times pleasing to note the proceedings of meetings where unanimity prevails—and doubly gratifying is it to record those instances which appertain to Ireland, few as are the opportunities afforded of congratulating our readers on an occurrence of this kind, and which unfortunately may be said to be almost confined to meetings of the nature of that to which we are anxious to direct attention.

We have before us one of the few instances of a society being formed for advancing the prosperity of Ireland, by directing the employment of English capital to the development of its agricultural resources, and thus practically carrying out a measure which obtains the advocacy of all, but the support of few.

In the year 1825, amongst the numerous companies then formed, was one for the "Encouragement of the Manufactures of Ireland," in the success of which the present CHANCELLOR of the EXCHEQUER took much interest; want of support and "encouragement," however, on the part of the Irish capitalist, landholder, and absentee, with a lack of confidence on the part of the English capitalist to embark in a scheme which was comparatively unaided by those whose patriotism alone should have induced them to afford assistance—this combination of circumstances prevented the projectors of the measure from carrying out their views, and thus the company has remained in a dormant state up to the present period, meetings, we believe, being periodically held under the powers of the Act of Parliament constituting the company, which may be said to exist in hopes of "better times."

Since then several attempts have been made, with the view of benefitting Ireland, and one of the strongest manifestations of national feeling which we can call to mind at the moment was the formation of a society in Dublin, in which all parties were merged, the object being to afford encouragement to the agricultural and manufacturing interests of Ireland; this, however, failed, as might have been prognosticated, when party spirit was allowed to enter into the discussions, and thus the friends of Ireland were disappointed in the anticipated success of a measure which promised so much real good—indeed, we believe that the only practical measures hitherto adopted have been confined to the proceedings of the "Dublin Royal Society," so far as agriculture is concerned, with the exception of the present company, although it is pleasing to find that English capital embarked in Ireland in developing its mineral resources has been profitably outlaid, and given "encouragement" to numerous undertakings of a similar nature.

The "Irish Waste Land Improvement Company" was formed some time back, with a nominal capital of 500,000*l.*, divided into 10,000 shares, on which a trifling amount per share only has been called for. In a previous Number (184) we briefly noticed the proceedings at a meeting of the shareholders, held in London, the EARL of DEVON presiding, upon which occasion several members of Parliament and influential proprietors attended. From the report then read, it appeared—

"That the progress made by the company was highly satisfactory, which in effect stated that the directors had engaged for two new estates in the counties of Galway and Sligo, and that upon those of Glenesask and Ballinakill considerable improvements had taken place, as regarded drainage, making fences, constructing bridges and new roads, and building sheds for housing cattle; so that, even during the first year, the Glenesask estate would yield a considerable profit. The greatest anxiety prevailed amongst the peasantry in the neighbourhood of the society's property to become their tenants; and several hundred acres were already in a state of excellent cultivation, and with the exercise of the same degree of economy and caution as had hitherto marked their proceedings, the directors anticipated the most beneficial results, not only to the shareholders generally, but to the people of Ireland, for whose welfare and improvement the society's capital had been expended."

We did not, on that occasion, further notice the company than by giving an outline of the proceedings at the meeting; but observing that another influential meeting has been lately held in Dublin, where the EARL of DEVON also presided, we are induced to revert to the subject, more especially as we find from the statement made by Mr. VIGNOLLES, that the mining interests of Ireland are likely to derive considerable advantage from the operations of this company, besides the example afforded, and which will doubtless be followed by the proprietors of those large tracts of unreclaimed bog lands. The following brief report of Mr. VIGNOLLES' address we extract from the columns of the *Dublin Monitor*, and to this particular application of the capital of the company we shall for the present confine ourselves.

"Mr. VIGNOLLES rose for the purpose of showing them what might be done with waste land. He held in his hand specimens of coke, made from the worst kind of bog, superior to the coke made from the best English coal, and very superior for working the great power which was effecting such a change in the country—the locomotive steam-engine. These experiments were not made by him, but by Mr. WILLIAMS; the result of them had been, that he was enabled to compress turf for fuel. He not only was able to make it of greater specific gravity than the hardest oak, but he also converted it into coke. As these experiments were not yet completed, he could hardly state at how much lower than English coke it could be procured. But he had no doubt, from what he had seen, that it may possibly be sold for little more than one-half."

On this subject we might remark, that the adaptation of turf to purposes where coal is now used, and which generally throughout Ireland commands high prices, is of the first importance. The report of a committee of the House of Commons (we believe in 1816, for we have not a copy at hand to which we can refer) gives much interesting information on the extent of the bog lands of Ireland, and the cost of reclaiming them; but we feel more anxious to see its application to manufacturing and other purposes, than by reclaiming it, and forming an artificial surface soil, to confine it to agricultural purposes, thus leaving buried the vast quantities, even millions of acres of bog, which is now, but as fuel for domestic purposes, valueless. The "Mining Company of Ireland" used turf in the smelting of their lead ores at Ballycorus; some experiments were made at Arigna to introduce it in the smelting of iron; and Professor DAVY, of the "Dublin Royal Society," directed much attention to the subject, as have several scientific men. Works were established for making gas, but these were abandoned, the cost of carriage we believe rendering them unprofitable. In a previous Number (Vol. VII. p. 36) we noticed Lord WILLOUGHBY D'ERESBY's Patent Turf Compressing Machine, but which we have not yet learned has been brought into action, although we presume that, or one of similar construction, to have been used by Mr. WILLIAMS. With the abundance of ironstone throughout Ireland, iron works might be erected as in past times, when timber was used in its manufacture antecedent to the introduction of pit coal, and the "bloomeries" would be again in activity. Turf, it is well known, is used in France in the manufacture of iron, and we cannot see what serious difficulty can exist in the Sister Isle to preclude the adoption of a process which at least has no claims to novelty—the only important feature, as it appears to us, being the perfect compression of the turf.

We do not deem it necessary here to enter into the advantages which Ireland would reap from the success of this company, which should exclusively, from the promise it holds out of a fair remunerative return to the capitalist, receive the support it so justly merits from the landed proprietors of that country, it being sufficient for our present purpose to direct attention to its objects. We think the question we have mooted one well fitting for the consideration of the "Irish Waste Land Improvement Company," and we doubt not but that the capital and enterprise of England, in combination with the natural resources and industry of Ireland, will form a "union" alike advantageous to all interested, and an inseparable bond between the two countries.

Of the great field which exists in Ireland for the beneficial employment of capital in improving land, the following quotation, with which we shall close our present remarks, will afford a most satisfactory and convincing proof:—

"In October last the estate of Altaville, in the county of Limerick, was sold to Stephen Dixon, Esq., for 11,750*l.*, he being the highest bidder. It was put up again lately, and purchased by Richard D. Kane, Esq., in trust for Nicholas Murphy, Esq., of Cork, for 15,150*l.*, being an advance of nearly 30 per cent. on the former bidding."

The late opposition in the House of Commons, to the third reading of the Rhymney Iron Company Bill, on the part of the holders, not of a minority, but of a mere fraction of the shares, appears to us to have been a measure not only uncalled for and improper in itself, but one which involves a principle of some importance to public companies generally, and we shall therefore offer some brief remarks upon it. The Rhymney Iron Company possess a large and important mineral property in Monmouthshire, the working of which they are prosecuting with much vigour, both by laying open the mines, and by erecting furnaces and forges on the most extensive scale. A large population is thus being concentrated around the works, in the well-being of which, both moral and physical, the company must naturally feel a deep interest, as we need hardly point out how far preferable a quiet, orderly, and contented population must be in such a case to one that is excitable, disorderly, and dissatisfied.

In the laudable and benevolent desire to provide for the welfare of several thousand persons, whom their works had drawn together the company considered (and we think most wisely) that one great object was to provide the means of religious instruction, and therefore determined upon building and endowing a church for their use. The purpose of the bill in question was to enable the company to effect this object, which, from the statement before us, was disapproved of by only two individuals among the whole proprietary—the holders of *fifteen* out of ten thousand shares. On the third reading of the bill being moved for, it was opposed by Mr. Barnes, who expressed his intention of dividing the House on this reading, unless a clause were introduced to protect the interests of the dissenting shareholders, "who did not consent to that mode of applying the company's property." The third reading was, however, forcibly urged by Lord G. Somerset, who remarked that the great bulk of the shareholders, Episcopalians, Roman Catholics, and Dissenters, were unanimous in support of the bill. The result need hardly be told; on the division, the ayes were 71, the noes 8, leaving a majority of 63 in favour of the bill.

Now, setting aside the moral view of the subject, on which much might be said, it does appear to us highly indecorous for any small minority of a public company thus to place itself in forcible and direct opposition to the expressed will of the majority, the best, if not indeed the only criterion by which the true interests of the whole body can be ascertained and promoted. We do not see that the principle of a small section of co-partners seeking thus to isolate its interests from that of the main body, can be admitted, without offering a most dangerous precedent, and one utterly subversive of the true interests of public companies. When large bodies unite together for any specific object, as in the case of a public company, it may always be assumed that the end in view is unattainable by the efforts of individual members, and that general co-operation can alone effect it. As perfect unanimity is unfortunately in most cases unattainable, it is absolutely essential that something should be yielded by dissentients, who, by persevering in fruitless opposition against that which there is the strongest reason to believe is for the general good, since it is the will of the great body, may injure and impede the concern in which they are engaged, but can never promote its benefit, or, indeed, their own real interest.

In fact, if we admit any other principle of government than the declared will of the majority, and more especially the most dangerous and unprecedented proceeding of co-partners in an undertaking, attempting to isolate their interests from those of the general body by a special clause in an Act of Parliament, we must at once bid adieu to those successful results and that accomplishment of great national objects which form the great features aimed at by the public companies of this country. We rejoice that the House of Commons has so unequivocally expressed its feeling on the subject, and it would have been a betrayal of our trust had we not followed the same example.

THE FUNDS.

CITY, Friday Evening.

Consols closed at 93½ ¼ for money, and 93½ ⅝ for the account. Exchequer Bills 42 44 pm. Bank Stock 197 ½. India Stock 255½ 256½. Spanish Active Bonds 19¾ 20½. Portuguese Five per Cents 36½ 37; ditto Three per Cents 22½ ¾. Dutch Five per Cents 102½ ¾; ditto Two-and-a-Half per Cents 56 ½. Belgian 101¼ ¾. Danish 75 ½. Colombian 31½ ¾. Mexican 25½ ¾. Brazilian 78½ ¾. Peruvian 18 19.

London and Birmingham Railway Shares 68 70 pm.; ditto (new) 19½ 20½ pm. Southampton 44 45 per share. Great Western 7 8 pm. Gosport Junction 2½ ¾ pm. Leeds and Manchester 13 15 pm. Manchester and Birmingham 4 3 dis. Birmingham and Derby 14 12 dis. Brighton 8¼ ¼ dis. Blackwall 1¾ ¾ dis. Greenwich 16½ 17 per share.

LATEST INTELLIGENCE.

City, Twelve o'Clock.—Three per Cent. Red. Annuities, 92½ ⅝; Three-and-a-Half per Cent. Reduced, 100 ½; Long Annuities, 14 ½; Consols for Account, 93½ ⅝; Exchequer Bills, 42 44 premium; East India Bonds, 45 47 premium; Dutch Five per Cents., 102½ ¾; Ditto Two-and-a-Half per Cents, 56 ½; Portuguese Five per Cents 36½ 37; Ditto Three per Cents 22½ ¾.—Railways:—Brighton, 8¾ ¼ dis.; Great Western, 7 8 premium; London and Birmingham, 68 70 pm.; New, 19½ 20½ premium; Southampton, 44 45 per share.

London, May 3.—The metal market is without animation, and little doing.

Camborne, May 2.—Average standard, 110*l.* 4s. 0d.—Average produce, 7¼.—Average price, 5*l.* 10s. 6d.—Quantity of ore, 4073 tons.—Quantity of fine copper, 306 tons 4 cwt.—Amount of money, 22,542*l.* 11s. 0d.—Average standard of last sale, 109*l.* 18s.—Produce, 7¾.

Prices of Shares in Birmingham.—Birmingham Banking Company, 23*l.* 17s. 6d.; Town and District, 8*l.* 7s. 6d.; Walsall and South Staffordshire, 7*l.* 2s. 6d.; Warwick and Leamington, 9*l.*—Manchester and Birmingham Railway, 12*l.*; Great Western, 71*l.*; North Midland, 62*l.* 10s.; Eastern Counties, 7*l.* 5s.—Birmingham Fire Office, 127*l.* 10s.—*Midland Counties Herald.*

Bank of England.—Quarterly Average of the Weekly Liabilities and Assets, from Feb. 5 to April 30, inclusive:—

LIABILITIES.		ASSETS.	
Circulation	£18,350,000	Securities	£23,112,000
Deposits	8,107,000	Bullion..	6,023,000
	£26,457,000		£29,135,000

Downing-street, May 2.

Private and Joint-Stock Banks.—An account of the aggregate amount of notes circulated, in England and Wales, by private banks, and by joint-stock banks and their branches, distinguishing private from joint-stock banks, between the 31st December, 1838, and the 30th March, 1839.—From returns directed by 3 and 4 William IV., c. 83.

Private Banks	£7,642,104
Joint-Stock Banks	4,617,363
	£12,259,467

Stamps and Taxes, May 3. H. L. Wickham.

The Exportation of the Precious Metals.—The exportation of the precious metals from the port of London to foreign ports for the week ending Saturday last, the 27th ult., is as follows:—Silver bars to Rotterdam, 96,000 oz.; Hamburg, 108,500 oz.; Calais, 160,000 oz. Silver coin to Hamburg, 13,000 oz.; British West Indies, 400 oz.; Rotterdam, 14,000 oz.; Canada, 28,800 oz.; Sierra Leone, 19,000 oz.; Mogadore, 15,100 oz. Gold coin to Mogadore, 150 oz.; Rotterdam, 750 oz.; Hamburg, 6456 oz.

Ordnance Survey.—In the House of Commons, on Monday evening, a petition of members of the Manchester Geological Society, praying that the scale of six inches per mile may be adopted in the Ordnance survey of the six northern counties, was presented, and ordered to lie on the table.

Wheal Prosper Mine.—A correspondent informs us, that the first sample of copper ore ever raised in the parish of Stithians, for tinketting, was taken on Tuesday last, at Wheal Prosper mine, situate about three miles from Penryn, on the Helston road. Other mines in the same parish are now likely to be put on.—*West Briton.*

NEW COMPANIES.

Under this head we propose to notice weekly the several new projects which may be brought forward, and to which public attention is directed, through the medium of the press or otherwise, confining ourselves, however, to "Public Companies," and briefly noticing their objects with such general information as is conveyed by the prospectuses, or which may be gathered from other sources, on which reliance may be placed. We shall, therefore, feel at all times obliged for particulars duly authenticated, on subject of projected companies; and while it will be our object to avoid the exercise of bias in favour of any particular undertaking, we shall at the same time endeavour to collate such information as is calculated to afford to the capitalist the opportunity of judging of its merits, and the correctness of the opinions put forward in the representations of the projectors.

NEW ZEALAND LAND COMPANY.

GOVERNOR—THE EARL OF DURHAM.

The object of this association, as must be very generally known, is to purchase and colonize certain favourable localities in New Zealand, for which it appears that country holds out many promising inducements. It is stated in the prospectus that "the purchase and improvement of waste lands in New Zealand have been already carried on to a great extent, and with much advantage, by missionaries and others who have settled in the country, as well as by persons residing in the adjacent Australian colonies; and such an operation upon an enlarged scale is the proposed object of the New Zealand Land Company."

It further appears that "such an undertaking affords peculiar advantages to the employers of a large combined capital, and is further suitable to a company, inasmuch as it can neither impede individual enterprise, nor is liable to the competition of individuals, and is capable of being managed at little expense for agency, and upon a system of fixed routine."

The capital is 400,000*l.*, in shares of 100*l.* each. Deposit 10*l.* per share.

ANGLO-SPANISH RAILROAD COMPANY.

The object of this undertaking is to connect by a railway Cadiz, Port St. Mary's, and Jerez Road, under exclusive powers granted by the late Ferdinand VII., for twenty-five years. The estimates show a large profit derivable from the undertaking, which, however, we are inclined to think, would be somewhat perilous, in the present state of the Peninsula.

The capital proposed is 125,000*l.*, in 5000 shares of 25*l.* each.

MANCHESTER INSTITUTION FOR THE ILLUSTRATION AND ENCOURAGEMENT OF PRACTICAL SCIENCE.

This institution will be on somewhat the same model as the Adelaide Gallery in the Strand, and in so wealthy a manufacturing town as Manchester, is, we think, likely to meet with success. We learn from the prospectus that "it has been calculated that the capital requisite to carry the undertaking into effect, upon a scale commensurate with the importance of the town and neighbourhood, will amount to about 12,000*l.*, which it is proposed to raise in shares of 10*l.* each; and it has been estimated, that the institution will yield a very liberal interest to the shareholders, in addition to the personal advantages to be derived."

PROCEEDINGS OF PUBLIC COMPANIES.

MEXICAN COMPANY.

The annual general meeting of the proprietors of this company was held at their office, Great Winchester-street, on Thursday, the 2d inst.

Henry Wheeler, Esq., in the chair.

The advertisement convening the meeting having been read, the following report of the directors, and statement of accounts, was read by the secretary:—

REPORT.

In the report presented at the last annual meeting, the attention of the proprietors was particularly directed to the progress which, up to that time, had been made in carrying out the objects detailed in the letters of Mr. Kurtz and Mr. Obicini, which had been circulated amongst the proprietors in August, 1836, preparatory to a meeting, specially convened for the 24th of that month, to take the same into consideration, and to decide as to the future course of proceedings; at which meeting resolutions were passed sanctioning the measures proposed by Mr. Kurtz and Mr. Obicini, and voting the requisite funds for the purpose of carrying the same into effect. These plans, or proposals, it will be recollected, consisted in Mr. Kurtz's recommendation to attack the well-known lodes of the principal mines in the northern and southern districts by means of adits, to be driven at deep levels into the mountains, in the expectation, in the first instance, of meeting with richer deposits of ore, or, at all events, so to facilitate the working of the mines as to insure a more expeditious, cheaper, and much larger extraction of ore than could be attained by clearing out the old workings, which, moreover, had been found nearly impracticable, from the dilapidated state in which they had been left by the former owners. The mines selected for this purpose were Purisima and Soledad, in the northern district; and San Francisco or Asis, San Emigdio, and Jesus Maria, in the southern district. The former Mr. Kurtz proposed to attack, by means of the adit, San Miguel, to be driven in the direction of the Soledad lode, which, if he succeeded in reaching, he intended afterwards to bring into communication with the adit, San Luis, 100 varas deeper in the Purisima mine, thereby uniting these two important mines, and materially promoting the working of both.

Those in the southern district were to be attacked by two adits (to be connected by a shaft), one called Soledad, to be driven immediately under the old workings, the other, at a considerably greater depth, called Jesus Maria. In the accomplishment of all these important undertakings, Mr. Kurtz has been singularly fortunate, especially if it be borne in mind that, in his report of August, 1836, he calculated on the probability of his trial works extending over a period of three years, and the possibility that even five years might be required for the purpose; whereas it appears, by the following extracts from his latest correspondence and mining reports, that he had succeeded in meeting with the lodes, both of the San Francisco and Soledad mines, within half the period first named, from his arrival at the mines in March, 1837.

The following are the extracts just alluded to, viz., from his mining report, dated the 15th December, 1838:—"I am glad to be enabled to inform the board of the discovery of the principal lode in the northern district, by means of the adit San Miguel, in the Soledad mine. The lode is of a very good character, and contains ore of an apparently good quality. At the same time, by driving cross-cuts from this adit, several veins of lode have been found, and not one of them without ores. It will be necessary to give all these veins my attention, by driving levels on them, towards the north, in order thereby to penetrate into the mountain, which promises large deposits of ore. At some distance from the principal lode several veins unite, forming a width of four Mexican varas, containing ores mixed with lead, which, according to Mr. Fricke's opinion, will be well adapted to barrel amalgamation. My experience, however, of the mines of this district leads me to believe that these ores, mixed with lead, will terminate in silver ores, as we get deeper and further into the field. If this lode should continue of its present consistence, it will yield an abundant supply of ores at a very cheap cost of extraction.

"By continuing the workings, at these promising points, most probably good results will be obtained. In the meanwhile, the existence of the lode, in the Soledad mine, at a pretty good depth, and of very good quality, is now ascertained, and, I am not without hopes, will lead to the discovery of the lode in the Purisima mine, through the adit San Luis, which is situate about 100 varas deeper than that of San Miguel.

"I feel very happy that I can give the directors the further agreeable intelligence of the discovery of the lode in ores in the adit Soledad, in the San Emigdio mine, during the course of last week. The width of the lode, and of the ores, as also their character, have not, however, yet been ascertained.

"Although it is very painful to see the operations in this mining district nearly all suspended, for the present, owing to the want of pecuniary means, occasioned by political disturbances, it appears to me a very fortunate circumstance that I am enabled, by this mail, to impart such good news to the board. On the realisation of it depends the accomplishment of the purposes of this undertaking—the object of all my wishes and endeavours."

The circumstances alluded to in the latter part of this extract are too fresh in the recollection of the proprietors, to require any comment from the directors. They have been occasioned, entirely, by the blockade of the Mexican ports by the French squadron, since the middle of April last year—and the hostilities which arose out of that blockade—which prevented the company's agents, at Oaxaca, from procuring supplies of money from Mexico, or transmitting their bars of silver to Mexico, for the purpose of coinage. As, however, official intelligence has lately been received, of the cessation of hostilities between the French and Mexican governments, it is to be hoped and expected, that these difficulties will soon be terminated, and that the working of the mines will then be resumed with activity and energy.

In the meanwhile, it is satisfactory to know, that the leading object of Mr. Kurtz's operations, as detailed in his report of August, 1836, were likely soon to be attained, by the discovery of the lodes in the principal mines to which he then directed the attention of the proprietors; and, as the concurrent testimony of every report relative to these mines, especially those on the San Francisco lode, leads to the conclusion, that they are capable of yielding large supplies of good ores, there is every reason to anticipate a favourable result to the operations so ably and so perseveringly carried on by Mr. Kurtz, since his return to the mines; more especially, as all his preliminary arrangements had been completed for the extraction of the ores from the San Francisco mines, at a very cheap rate, and in a very expeditious manner, by means of the railroads which he had laid down in the adits Soledad and Jesus Maria—the materials for which, fortunately reached him before the French blockade of Vera Cruz commenced.

The directors cannot conclude this part of their report, better than by quoting the language of Mr. Kurtz himself, in the last letter received from him (dated 14th January), in which, after expressing his great regret at being obliged, at such a moment, to suspend the working of the mines, he adds:—"Notwithstanding all this, I do not suffer my confidence to forsake me, as to the future success of this undertaking, knowing, as I do, that the company is possessed of a negotiation of high value, both as regards its mines and hacienda, which is sure to lead to a profitable result, if the working of the mines be persevered in on the plan laid down for them, and thus far followed up, especially during the last two years, during which much has been accomplished."

In another letter (dated 14th December), after alluding to the success which had attended his operations, as detailed in his mining report for December, already referred to, he writes as follows, viz.:—"The company is thus placed in possession of a mining district, which will prove itself of high value for ages to come."

Since the last report, the directors have made another call of 1*l.* per share; being the fourth, in furtherance of the resolutions of August, 1836), which they have the satisfaction of reporting has been paid on all the shares—thus evincing the confidence of the proprietors, in a manner which the directors could hardly have ventured to anticipate, considering the very unfavourable circumstances, before adverted to, under which this call was made, on the 12th of February last.

The directors now submit the balance-sheet of the company's accounts, from its commencement, to the 31st of December last—examined and attested by the auditors; and have now to report, that John Mitchell, Esq., and John Oliver Hanson, Esq., two of the directors; and William Walmsley Terrington, Esq., one of the auditors of the company, are now in turn, by settled rotation, to go out of office, but, being eligible, now offer themselves for re-election to the offices of directors and auditor.

Receipts and Disbursements from the commencement, to 31st Dec. 1838:

RECEIPTS.

Amount received for deposit and calls to Dec. 31, 1837, as submitted at the annual meeting held May 3, 1838	£373,631 10 0			
Twenty-third instalment (in 1838) on 5351 shares....	5,551 0 0			
			379,182 10 0	
Balance of profit and loss, as submitted in 1838.... ..	1,319 8 3			
Interest on deposits, interest and premium on exchequer bills, dividends on stock, &c., in 1838.....	355 14 10			
			1,675 3 3	
Mem.: Acceptances outstanding, due Feb. 5, 1839, £2,500.]			£380,857 13 3	

DISBURSEMENTS.

Sundry payments, on account of the commissioners in Mexico, to Dec. 31, 1837, as submitted in 1838..	£341,659 1 8			
Ditto, in 1838.....	6,523 19 5			
			348,183 1 1	
General charges (salaries, law, &c.) to Dec. 31, 1837	23,833 19 10			
Ditto, in 1838	1,097 9 4			
			24,941 9 2	
Fixtures and furniture in the office of the company.....			100 0 0	
Trustees' indemnity fund—£1732 2 11, 3 per cents., and £3500 ex. b.			5,000 0 0	
Deposit at bankers (at 3 per cent. interest), £2,700—cash in hand, £573 1 5—petty cash, £26 11 7—stamps, £9 10.....			3,313 3 0	
			£380,857 13 3	

At the conclusion of the report, the Chairman expressed the readiness of himself and colleagues to answer any questions which the proprietors might wish to address to them, as they had nothing to add to the report which had just been read—no more recent intelligence having been received from their mines than was therein alluded to.

A Proprietor having expressed his satisfaction at the report which had just been read, wished to be informed as to the number of proprietors and shares on which the late call had been paid? which inquiries were answered by the Secretary, as to the former being 149, and the latter 5351.

Resolutions were then passed unanimously, for the reception and adoption of the report, and for the re-election of retiring directors and auditor. Votes of thanks were also passed unanimously, to the directors, to the secretary, and to the presiding chairman, for the particulars of which we refer to our advertising columns.

Mr. Wm. Burnie (one of the directors), in rising to return thanks, in his own name, and on behalf of his colleagues, expressed himself highly gratified at this renewed mark of confidence and approbation of their conduct, on the part of the proprietors, assuring them, at the same time, that although the services of the directors had (as noticed in the resolution) been perfectly gratuitous, ever since the institution of the company, they had not, on that account, nor would they cease to be, the less zealous, in promoting, by every means in their power, the eventual success of the company, as far as depended on their exertions; and, although from a variety of circumstances, which it had not been in their power to control, success had not yet crowned their efforts, still, both himself and his colleagues looked forward, with confidence, to the result of those operations, to which, since August, 1836, they had been, in a great measure, if not entirely restricted, relying, as the directors did, implicitly, on the information then imparted to the proprietors by their chief mining officer, Mr. Kurtz, whose integrity, zeal, and talents, the proprietors had had the same opportunities of judging of as the directors themselves, by the reports submitted to them, in originals, from time to time, as received by the directors—and now alluded to in the report just presented—which, he trusted, was but the prelude to more confirmed success, by actual produce of ores of three to four ounces of silver per quintal, from the San Francisco mines especially—in which case success was certain. Before he sat down, he would avail himself of the opportunity of passing, what he himself felt, and what he was sure he should be joined by his colleagues in considering, a well-deserved eulogium on the zealous and unremitted exertions of their worthy and excellent secretary, whose urbanity to all, and attention to his duties, he was sure, would also be duly appreciated by the proprietors.

Mr. Hollingsworth (one of the proprietors) then rose, and stated, that he so entirely concurred in all that had been said by the worthy director, in favour of the secretary, whose attentions he had so often experienced, that he could not allow the meeting to separate without moving a vote of thanks to him, in which he did not in the least doubt he should be most cordially supported by the meeting—as the event proved. The vote of thanks was then passed unanimously.

The Secretary, in returning his warmest thanks for this additional testimony of the confidence and approval of his conduct, both on the part of the directors ad proprietors, assured them, that it would be considered by him as an additional stimulus to exert himself, if possible, still more than he had already done, to promote the eventual success of the company—which he still clung to with confidence, relying, as he did, on the concurrent testimony of every report which had ever reached him, from whatever quarter, respecting the San Francisco lode, which formerly yielded masses of ore of three to four ounces of silver per quintal—as was evidenced, in fact, by documents in the company's office, when these ores were reduced, in 1826 and 1827, at the company's haciendas, for account of the then owners of the mines. Let but this quality of the ores from these mines be restored at the points where the lode has lately been intersected, according to the last advices received from Mr. Kurtz (as now alluded to in the report), connected with his report of August, 1836, as to the quantity of ores which he then stated that these mines alone were capable of yielding, viz., 1000 cargas weekly, taking into account merely the field of ores likely to be developed by the adits of Soledad and Jesus Maria, but capable of still further and greater extension, and we should not be long in requiting the patience, perseverance and confidence of the proprietors, by the payment to them of a dividend, to which they were so well entitled.—Adjourned.

CONSOLIDATED COPPER MINES OF COBRE ASSOCIATION.

The half-yearly general meeting of the shareholders in this undertaking was held at the office, 26, Austin-friars, on Tuesday, 30th ult.

Charles P. Grenfell, Esq., in the chair.

The financial statement of the operations of the year 1838, showing the estimated profit of the year was produced, and gave general satisfaction.

A report from the mining captain at Cobre to Mr. John Hardy was read, giving a very flattering account of the state and prospects of the mines, the increased richness of the ore, and their confident expectations of further increase of produce.—It appeared from their correspondence that 1100 tons of ore was the average amount raised per month during the six months ending 31st December last.—It was further stated in explanation that a gradual increase in the quantity raised had taken place from year to year since 1835, when the company was established, and that the average produce of the ore had also risen last year above that of any preceding year.

Mr. Richards then moved—"That the report and financial statement submitted be received," which motion was carried unanimously.

The business of the day having been gone through, an adjournment was moved and carried, the gentlemen present forming themselves into a special general meeting, in accordance with the advertisement, and in conformity with a resolution of the last general meeting in October, for the purpose of considering the propriety of altering the days of the general meetings for the future, to the months of July and January respectively, in lieu of April and October.

Charles Pascoe Grenfell, Esq., being in the chair, moved a resolution to the effect—"That all the clauses in the deed of settlement, fixing the general meetings in the months of April and October, be rescinded, and that they in future be held on such days in the months of July and January as the directors shall appoint." Also—"That a special meeting be held in October next, for the purpose of confirming such resolution, and regulating the election of directors, that the same might take place, at the proposed half-yearly meetings in January."—The chairman having put the above resolutions, the same were carried unanimously.

An especial vote of thanks having been passed to the chairman, for his able conduct in the chair, and to the directors, for their efficient services rendered to the company; and also to the resident director in Cobre, Mr. J. Hardy, jun., for his able and unremitting services, the meeting adjourned.

WHEALS HARMONY AND MONTAGUE MINING COMPANY.

A meeting of the adventurers in this undertaking took place at the office, No. 12, Pancras-lane, on Saturday, the 27th ult., for the purpose of hearing the directors' report, and on general business:—

JOHN BRIGHT, Esq., in the chair.

The CHAIRMAN, in commencing business, said it would not be necessary for him to say much, as the directors' report, which would be read to them, would explain every thing much better than he could attempt to do. He would, however, just observe, that the mines had been taken by the company with the most sanguine expectations of success, and without any reflection on the former directors, the shareholders generally were quite aware that none of those expectations had been realised; as there would be some points of considerable importance laid before them, he begged to call their particular attention to those objects, and he trusted the steps which the directors had taken, and were taking, for the successful prosecution of the mines, would meet with their approbation.

The SOLICITOR to the company then read the directors' report; it stated that the present directors came into office in June, 1837, when, in consequence of an adjoining mine, called "Tolgus," being abandoned, Wheal Montague became inundated; that another neighbouring mine, called "Cardrew," also ceased working, and the consequence was, the directors had been compelled to construct a dam at considerable expense to keep the water in Tolgus mine from inundating Harmony, and they had also purchased Cardrew at an expense of 5000*l.*, and the works had since proceeded without interruption from the water; that during the progress of sinking Walker's shaft numerous lodes had been discovered, all converging to a focus at the depth of eighty fathoms below the surface; the present shaft was sixty, and there was every indication that on the shaft reaching the point of intersection of the lodes the mine would be highly productive.

Captain TEAGUE, in answering the questions of several of the shareholders, expressed his thorough conviction (as far as it was possible to judge) of the valuable nature of Wheal Harmony, and also the mine which had been last purchased; there was no doubt that the point where so many lodes varying in their dip intersected each other would turn out most favourable; but even if their expectations in this point should not be realised, the sinking the shaft deeper would give greater facility to the working the several lodes, which he was satisfied would be highly productive. Harmony was now paying its cost, and there was no doubt, from the nature of the ground, that as the works at Cardrew were prosecuted, and a greater depth obtained, the lodes which were at present poor, and composed of sandy mundic, would improve, and that upon the whole he could not for a moment doubt but that the mines would very soon pay the adventurers for their patience and their outlay.—The report was then received.

The first resolution, which was to enable the directors in prosecuting a system of the strictest judicial economy to abolish all offices which might be dispensed with without injury to the concern, was carried unanimously.

The next resolution, which was to enable the directors to raise more capital, produced considerable discussion as to the best means to be adopted, whether by the issue of new shares, by loan, or by the directors raising money on their own security, indemnified by the shareholders, in which Messrs. Smith, Mayhew, and Andrews, of London, and a number of Liverpool gentlemen, took part. The resolution was at length moved, seconded, and carried unanimously—"That the directors be empowered to raise additional capital, not to exceed 25,000*l.*, by the creation of shares, loan, or otherwise."

Moved, and carried unanimously—"That a special meeting of the shareholders be held at the Clarendon Rooms, Liverpool, on Thursday, the 30th May, at twelve o'clock."—Moved, and carried unanimously—"That the new deed of settlement be engrossed and laid before the shareholders for signature."—Moved, and carried unanimously—"That the directors be empowered to take such steps for the adjusting of the outstanding accounts of the company as they shall deem advisable."

Thanks were then voted to the chairman and directors, and the meeting broke up.

TREWOLVAS MINING COMPANY.

The general annual meeeting of the shareholders in this company was held at the offices, No. 12, Pancras-lane, on Tuesday, the 30th ult.

R. R. FRIEND, Esq., in the chair.

The CHAIRMAN said he was very sorry that in meeting them on that occasion the directors had not better news to give them than what they would hear from the report. The prospects of success which had been held out at the last meeting, and which the then appearances justified, had certainly not been borne out, yet he thought there was still sufficient inducement to further prove the mine at a small expense, and it would be for the present meeting to decide what steps were best to adopt.

The report was then read, which expressed the regret of the directors at the present position of affairs, as the lode on which they had fixed their expectations had been disturbed by a slide, and for the present was completely lost; still, however, they had good reason to entertain hopes, and had they been supported by the shareholders responding to the calls, they could not only have kept on the works to discover the lode on the other side of the slide, but have also prosecuted a new work of discovery in the western part of the mine, out of the influence of the slide, where it was known there was a lode of copper ore and a vein of cobalt; they had abandoned the old workings, and the machinery, timber, &c., had been removed to the new shaft, which was down seven fathoms, and which it was their intention to sink to forty fathoms, provided the shareholders should come to the conclusion to enable them to carry on the works.

Mr. ANDREWS said a calculation had been made that it would require about 600*l.* to prove this part of the mine, and thus enable the shareholders to form a correct opinion as to the practicability of further prosecuting the works; Mr. Kirkman and himself had visited the mine, had made every possible inquiry, and the general opinion of practical men, who had inspected it, was, that from all appearances it would prove a beneficial speculation, at all events well worth the trial and expenditure of a few hundred pounds to enable the adventurers to form a more correct judgment. He could assure the meeting that the directors would on no account hold out hopes formed merely upon their own judgment, and thus perhaps unintentionally deceive, but the views they entertained at present were in every way well worthy the careful consideration of the shareholders, as being supported by the deliberate judgment of men of practice and experience; he desired most particularly to impress upon those shareholders who had not responded to the calls, and he requested those gentlemen who were present to impress upon their friends, the necessity of now doing so, as, independently of the expense of prosecuting the works, the directors were in advance above 600*l.*, and he thought that the shareholders were bound in honour to come forward, at all events, to extricate the directors from any pecuniary burden.

A PROPRIETOR asked the value of the machinery and materials on the mine?—Mr. KIRKMAN replied that the company's engine, wheel, timber, &c., which were all available to the workings at the new shaft, would, he should suppose, sell for perhaps about 700*l.* (though worth considerably more to the proprietary). He read an extract from a letter from the agent at the mine, stating that the bob pit was finished, and that the engine would be at work in about a fortnight.

Mr. TOWNLEY (of Liverpool) thought there were some observations in the report which bore rather hard upon those shareholders who had not paid their calls, and which he thought was not merited; the present situation of the mine, compared with the expectations held out by the directors at the last meeting, was so extraordinary, that he thought every gentleman was justified in withholding his call until he saw what prospect was before him; he did not think the directors had held out greater hopes than the appearances warranted, but as the result had been so unfortunate he now thought some decisive measures should be adopted, and he thought he might say for the Liverpool shareholders generally (though he was not authorised), that having already paid something like 6*l.* per share, they would not hesitate again to come forward, provided they could be shown something like a chance of making a good mine, and recovering some of the money thus at present lost; as for the 600*l.* advanced by the directors, it appeared their materials were worth 700*l.*, and in case of abandoning the mine the directors would of course pay themselves, and divide the residue among the shareholders.

Some parts of the report alluded to by Mr. Townley were again read, but it appeared to the meeting that they contained nothing whatever of an offensive nature, and the report was adopted.

Mr. ANDREWS was happy to hear from the worthy proprietor that the shareholders had a just confidence in the directors, who could fairly appeal to the proprietary at large if at the last meeting there was anything like deception practised, or injustice done in the report; the directors had only stated facts, and the opinion of practical men. The lode was certainly lost in consequence of a slide—an occurrence by no means uncommon in mining operations, although at all times unforeseen. Had the directors had funds in hand to have carried on the works with the spirit with which they ought to have been prosecuted, he had no doubt the lode would, ere this, have again been discovered, and begun to yield a return for the outlay.

The resolutions will be found in our advertising columns.

Thanks were then voted to the chairman and directors, and the meeting separated.

MONMOUTH GAS AND WATER-WORKS COMPANY.

A meeting of shareholders, and others interested in the company, was held on Wednesday week, at the Jury Room, Monmouth.

The MAYOR in the chair.

The share list was produced, from which it appeared that about 300 shares were already taken by the inhabitants, exclusive of 200 by the Stroud Company. In the lists, we observed the names of several of our most prudent capitalists, from which circumstance we should augur, that the speculation is likely to be a good one. Mr. James Powles, on the part of the Stroud Company, entered into a detailed statement of the objects, and probable future outlay of the company, and read to the meeting the rough sketch of the proposed deed. As our readers are aware, the Gas Works at Monmouth have been purchased, and for which portion of the present speculation a sum of 4000*l.* is to be specifically set apart. Mr. Powles stated, that an outlay of 300*l.* was to be expended on the improvement of the present works, which sum was included in the former amount. The sum of 3000*l.* would form the capital of the Water-Works department. A desultory conversation ensued, and ultimately a committee was appointed to inspect and to determine upon the deed, subject to a future appeal to the general body of shareholders. The following gentlemen were named as the committee, and the meeting was adjourned to the following morning for them to proceed to their duties:—The Mayor, Messrs. T. A. Williams, Thackwell, Greatrix, C. Burton, J. Powell, and Dr. Holbrook. It was expected that the whole of the shares would be taken by last evening.—*Merlin.*

BIRMINGHAM PLATE AND CROWN GLASS COMPANY.

A special meeting of the proprietors of this company was held on Monday, the 22d ult., at Doe's Royal Hotel, Birmingham, for the purpose of choosing directors.

BRUERTON GIBBONS, Esq., in the chair.

The following board of directors was then appointed, viz.:—Mr. J. B. Payn, Mr. B. Gibbons, and Mr. J. B. Lillington, of Birmingham; Mr. Fosberry, of Liverpool; and Mr. Thompson, of Leamington.

BRITISH ALKALI COMPANY.

The half-yearly meeting of the proprietors of this company was held on Wednesday, the 2d inst., at Bromsgrove, when the usual dividend of 1*l.* was declared on the original shares, and a dividend of 8*s.* 9*d.* per share on the newly-issued shares. The meeting was attended by a large number of shareholders, and the report of the state and prospects of the company was in the highest degree satisfactory. The sum of 500*l.* was added to the guarantee fund, and the company possess ample means of still further extending their business.

RAILWAY INTELLIGENCE.

RAILWAY BILLS.—In the House of Commons, last evening, the Wishaw and Coltness, the Ballochney, the Monkland and Kirkintilloch, the London and Croydon, the London and Greenwich, the Great North of England, and the London and Southampton (Portsmouth Branch) Railway Bills, were severally read a third time, and passed.

LONDON AND GREENWICH RAILWAY.—The number of passengers on the line from the 24th ult., to the 1st inst., was 33,783, producing (including creek and footpath) 1187*l.* 0*s.* 2*d.*

NORTHERN RAILWAYS.—On the short line recently opened between Arbroath and Forfar, the last week's receipt was at the rate of above 7000*l.* per annum, with a steady increase.

MIDLAND COUNTIES RAILWAY.—The following is the engineer's return of the quantity of earthwork executed, and the number of men, horses, and engines employed on the works of this railway, from the 23d of March, to the 20th of April, 1839:—Earthwork executed, 374,085 cubic yards; number of men, 5071; number of horses, 511; engines, 3 locomotive and 1 stationary; being an increase in the number of men of 582, and in the quantity of earthwork, of 139,000 yards. One contract on the line is finished.

NORTH MIDLAND RAILWAY BILL.—Considerable amendments have been made in this bill in committee. The additional capital the company are empowered to raise is 500,000*l.* instead of 1,000,000*l.* So soon as half the capital authorised by this and the former act shall have been paid up, the company are empowered to raise on mortgage a sum (including what is authorised under the former act) equal to half the whole capital: and they are empowered to convert any part of the sum borrowed into capital.—*North Derbyshire Chronicle.*

PRESTON AND WYRE RAILWAY.—The works on this line of railway are now proceeding with greater activity than they have hitherto done. We understand that at present there is not any portion of the line where workmen are not actively engaged in forwarding the undertaking towards completion. It may, therefore, now be fairly expected that by the spring of 1840 the line will be opened to the public.—*Preston Observer.*

HULL AND SELBY RAILWAY.—The works at this end of the line are proceeding slowly and surely, giving the uninterested spectator pleasing ideas as to what it may eventually lead to. The "fender"—which those of our readers who are not surveyors or builders must allow us to explain, is the white cliff stone—is most thickly placed, whilst the brown stone or sea-wall above it is setting firmly, and is additionally cemented and coloured with a green tinge by the washing against it of the water of the Humber when the tide is up. No railroad in the kingdom will afford so pleasant an "airing" as this ride into Hull.—*Hull Advertiser.*

LEIPSIC, APRIL 9.—On the first day that the iron railroad from this place to Dresden was used for the conveyance of passengers, the journey of 31 German (about 142 English) miles was performed in less than eight hours, including all stoppages. The passengers breakfasted at Dresden, dined at Leipsic, and were back at Dresden to supper, which may now be done every day, leaving six hours at the two extremities to transact business.

MIDLAND COUNTIES RAILWAY (NOTTINGHAM AND DERBY LINE).—On Monday last, two or three of the directors of the above railroad accompanied the engine and tender for some distance on the line. The trial answered remarkably well; and on Tuesday, arrangements were made for an experimental trip in one of the carriages. Two o'clock was the time appointed for the train to start, previously to which hour the directors had assembled in one of the rooms at the station, where they were occupied for some time in transacting preliminary business. Hundreds of people, attracted by the novelty of the spectacle, were collected in the meadows, and along the line of road, gazing with curiosity and wonder on the "mighty movement." A number of directors, with their friends and other gentlemen, then entered the spacious carriage which had been prepared for their reception, to the number of about thirty, and proceeded as far as Long Eaton (about seven miles) in sixteen minutes. The party remained there a short time and returned in about the same period. It is hinted that the directors will invite their friends to a trip along the whole line to Derby on the 16th of May and that it will be opened to the public on the following day, but, we believe, it is not yet positively decided upon.—*Leicestershire Telegraph.*

Omnibuses now run between Pecq and Versailles every hour, in correspondence with the arrivals and departures of the railroad trains. Similar vehicles exist in great numbers for the villages and towns round St. Germain, and it is found that the railroad instead of diminishing the number of horses employed in public carriages, continues to increase it. Thus the omnibuses from Pecq to St. Germain make 104 trips in a day; those to Versailles 22, to Poissy 24, to Triel, Meulan, Mantes, Pontoise, Epones, and Nauphle 26, and to Nanterre, Rueil, and Bougival 16; making 192 trips a-day. Besides these, eight steamers are engaged in conveying passengers from Pecq to Rouen; and four others are about to run regularly along the Seine and the Oise from Pecq to Maison Laffitte, Conflans, Pontoise, Ile Adam, and Compiègne, whence the communication will be continued by the Aisne as far as Soissons.

THE ATMOSPHERIC RAILROAD.—A second series of experiments with models, upon a modelled railroad, of Clegg's atmospheric principle of propelling carriages by means of exhausting a tube laid down the line of road to be traversed, of the air contained in it, and creating a vacuum, was made on Tuesday forenoon at the ironworks of Messrs. Samuda, Southwark. The tube being exhausted by means of an air pump, the models, the leading one having a piston which forced open the valve of the tube, proceeded at a rate of extreme velocity along the line, a distance of thirty or forty yards, the ascent being one foot in thirty. The models were heavily laden, each carrying a couple of persons and upwards of 15 cwt. of ballast being disposed over the whole. There were present several members of Parliament, and railway directors, engineers, &c. The machinery performed to perfection, and gave general satisfaction. The advantages that this system proposes, both for the public and the railroad proprietors, are very obvious—cheapness, security, speed, and no danger of explosion; it is, in fact, free from those disadvantages which the present system in operation abounds in.

GREAT WESTERN RAILWAY.—The operations on this line have been continued with increasing energy and effect since we last adverted to them, and great activity now prevails in every department. During the last month the traffic on the line to Maidenhead has been steadily improving, the weekly receipts, as we understand, amounting to about 1500*l.*, and the number of passengers to upwards of 1100 daily. It is a very common thing for the trains to run the 22¼ miles to Maidenhead in 45 to 50 minutes, including stoppages. The earthwork on the next 9 miles, to Twyford, is finished, and considerable progress is made in laying the ballast and the permanent way. The directors, we believe, anticipate the completion of the line to Twyford, for the purposes of traffic, early in June, when the entire distance to or from Paddington can be run in one hour. An engine, with a load of between 20 and 30 tons, was passed over the Maidenhead-bridge, the centerings of which have been completely eased for some weeks past. The directors have recently taken contracts for the construction of about 14 miles of the line, extending from Didcot, near Oxford, to Uffington, the boundary of the London division of the line, on which the contract works are so light as not to average more than 6000*l.* per mile. In the course of the present month the Bristol directors will receive tenders for about 30 miles of the line within their district, the contracts being advertised to be taken on the 3d and 26th instant. These contracts, we understand, will complete the entire line from London to Bristol, with the exception of a small portion near Bath, and one or two bridges, for which the plans will shortly be prepared. We believe the works are now advancing favourably on every part of the line, and that during the ensuing summer such progress will be made as to ensure the opening of the line to Didcot on the one side, and between Bath and Bristol on the other, either at the end of the present year or early in the next, as the directors may deem most expedient.—*Railway Magazine.*

ACCIDENT TO THE SOUTHAMPTON RAILWAY.—On Friday week, the tunnel on Shapley-heath, between Winchfield and Basingstoke, again gave way, bringing with it the bridge and road above. Fortunately no one was injured.

We understand from a correspondent at Munich that the greater part of the railroad between that town and Augsburg, thirteen leagues in length, will be finished in July, and the remainder before the end of the autumn. The diligences, waggons, and locomotive engines are already at Munich. The last have all been made in England, costing, one with another, about 72,000*l.* a-piece.

AN EFFECT OF RAILROADS.—The let of the toll duties leviable on the Arbroath and Forfar turnpike took place last Saturday, when we were utterly surprised to observe them knocked down to the former tacksman at a decrease on the present rental of nearly 1050*l.*; the outgoing leases yielding upwards of 1600*l.* per annum, while the revenue for the year after 15th May next amounts, we think, to but 567*l.* It may be proper to mention, however, that in 1837 the income from the tolls amounted only to between 700*l* and 800*l*; but this is still very considerably above that of the ensuing year. We understand, also, that on the Dundee line of road the trustees are placed in a somewhat similar predicament, having sustained a loss of about 400*l* in their annual revenue.—*Montrose paper.*

LONDON AND SOUTHAMPTON (PORTSMOUTH BRANCH) RAILWAY (RE-COMMITTED) BILL.

In the House of Commons, on the 26th ult., Mr. Alston reported from the committee on the London and Southampton (Portsmouth Branch) Railway re-committed Bill, that they had further considered the several matters required by the standing orders, and had agreed to a report thereon. The principal features of this report are the following:—

1st. That it is not proposed by the said bill to authorise the raising by loan or mortgage of a sum greater than one-third of the capital of 300,000*l.*; and that it is not intended that it should be in the power of the said company to raise any money by loan or mortgage, until 50*l.* per cent. on the whole of the capital has been paid up.

2d. That it is not proposed to make the said branch railway across any turnpike-road or other public carriage-way on the level.

3d. That the present capital of the London and Southampton Railway Company is 1,400,000*l.*, namely, 1,000,000, authorised to be raised by the act establishing the company in 20,000 shares of 50*l.* each, and the remaining sum of 400,000*l.*, by a subsequent act, for altering the line of the said railway, and amending the former act, in 16,000 shares of 25*l.* each.

That the present bill proposes to create a further capital of 300,000*l.* in 6000 shares of 50*l.* each, for the construction of a branch to Gosport.

That, by the first act, the company were empowered to borrow the sum of 330,000*l.*; and by the second act, this power was increased to 460,000*l.*, and that it is proposed by the present bill further to increase the power of the company in this respect, and to enable them to raise by loan or mortgage the sum of 560,000*l.*, instead of the sum of 460,000*l.*

That the Appendix to this report contains, in Part I., a statement of the amount of shares subscribed for, and the deposits paid thereon; in Part II. a statement of the names and places of residence of the directors, with the amount of shares taken by each; in Part III. a statement of the number of shareholders subscribing for 2,000*l.* and upwards, with their names and residences, and the amount for which they have respectively subscribed; and in Part IV., a statement of the number of shareholders who may be considered to have a local interest in the line, and the amount of capital subscribed for by them, and the number of other parties and the capital taken by them.

4th. That the present means of conveyance and of communication between the proposed termini is insufficient for agricultural, commercial, and other purposes, but the district through which the proposed line passes is not a manufacturing district.

Mr. Alston further reported from the committee that they had made other amendments thereunto.

LIVERPOOL AND MANCHESTER (EXTENSION) RAILWAY BILL.

In the House of Commons, on the 26th ult., Mr. Bootle Wilbraham reported from the committee on the Liverpool and Manchester Railway (Extension) Bill, that they had considered the several matters required by the standing orders relative to railway bills, and had agreed to the following report:—

That the object of the bill being merely to enable the company to extend the line of the railway (the whole of which has been for some years open and in active operation), it did not appear to the committee that the whole of the matters required by the standing orders to be reported on by committees on bills for making railways were applicable in the present instance.

That the committee inquired into such of the said matters as appeared to them applicable to the bill, and find

1st. That the capital authorised to be raised by the said company, under the authority of their existing Acts, amounts to the sum of 1,724,375*l.*; and the sum authorised to be raised by mortgage amounts to 490,000*l.* By the present bill it is proposed to raise a further sum of 209,000*l.* on mortgage (or by the creation of new shares); making, together with the amount which they are by their existing acts authorised to borrow, the sum of 699,000*l.* It was proved to the committee that the surplus revenue of the said company in the year last past amounted to 102,270*l.* 13*s.* 1*d.*, after deducting all expenses.

2d. That the proposed extension is not intended to cross any turnpike-road or public carriage-way on a level.

7th. That the proposed extension is intended not only as an improvement of the existing line from Liverpool to Manchester, but also to form a connexion with a contemplated extension of the Manchester and Leeds Railway (a bill for the construction of which is now before Parliament), so as to complete the communication by railway between Liverpool, and Leeds, and Hull.

9th. That there is no inclined plane on the proposed extension which it is intended to work by any assistant engine.

10th. That the said extension presents no engineering difficulties.

11th. That there will be no tunnel on the proposed extension.

12th. That the gradients and curves are favourable, the steepest inclination

being one in 180, and the smallest radius of any curve being 330 yards, but this is where the line enters the station, and where great speed will not be required.

13th. That the length of the proposed extension is 1756 yards.

14th. That it is well fitted, in an engineering point of view, for the purposes for which it is intended.

17th. That the expense of the formation of the said extension is estimated at 230,000*l.*, which was proved to the committee to be sufficient.

19th. That the number of owners, lessees, and occupiers of lands on the proposed line of extension, who assent, dissent, or are neuter in respect thereof, is as follows, viz. :—

	Assent.	Dissent.	Neuter.	No answer.	Special ans.
Owners	12	39	15	82	3
Lessees	—	3	—	1	3
Occupiers	52	286	29	550	11

The length and amount of property belonging to each class cannot be correctly calculated, as the extension will pass almost entirely through houses.

20th. That Mr. Edward Woods was the only engineer examined before the committee in support of the bill, and none were examined against it.

21st. The following petitions were referred to the committee :—

1st. The petition of John Higgin and Robert Higgin.

2d. The petition of the boroughreeve, constables, and burgesses of the town of Salford.

3d. The petition of the company of proprietors of Manchester, Bolton, and Bury Canal Navigation and Railway.

4th. The petition of the company of proprietors of the Blackfriars-bridge.

5th. The petition of the company of proprietors of the Strangeways-bridge.

6th. The petition of surveyors of highways in Salford, severally praying for protecting clauses.

The second, fourth, fifth, and sixth petitions were considered by the committee, and clauses have been inserted protecting the interests of the petitioners.

No person appeared on behalf of the rest of the petitions.

Mr. Wilbraham further reported from the committee, that they had examined the allegations of the bill, and found the same to be true; and had gone through the bill, and made several amendments thereunto.

WEST DURHAM RAILWAY BILL.

In the House of Commons, on Wednesday evening, Mr. Harland reported from the committee on the West Durham Railway Bill, that they had considered the several matters required by the standing orders relative to railway bills, and had agreed to the following report :—

1st. That it is not proposed by the said bill to authorise the raising by mortgage of a sum greater than one-third of the capital of 33,923*l.*, and that it is not intended that it should be in the power of the said company to raise any money by mortgage, until 50*l.* per cent. on the whole of the capital has been paid up.

2d. That it is not intended to make the said railway across any turnpike-road on the level, but it is intended to cross six township roads on the level. That the surveyors of such township-roads have assented to the use thereof for the purposes of the railway ; and a clause has been inserted in the bill in reference to the same, for the public protection. The committee are, therefore, of opinion, that the restriction respecting the crossing of public carriage-ways on the level ought not to be enforced.

3d. That the capital of the company is 33,923*l.*, divided into shares of 10*l.* each ; and that it is proposed to borrow the sum of 11,307*l.* on mortgage.

That the amount of shares subscribed for is 25,670*l.* ; and the deposits paid thereon 12,640*l.*

That the names and residences of the directors, with the amount of shares taken by each, are stated in the Appendix.

That the number of shareholders having a local interest in the line appears to be twenty-six, subscribing for 20,170*l.* ; and the number of other parties appears to be nine, subscribing for 5500*l.*

That the number of shareholders subscribing for 2000*l.* and upwards, and their names and residences, and the amount for which they have respectively subscribed, are stated in the Appendix.

4th. That the present means of conveyance and of communication between the proposed termini is insufficient for agricultural and mining purposes ; but the district through which the proposed line passes is not a manufacturing district.

5th. That as the said railway is mainly intended for the conveyance of coal, lime, and agricultural produce, few if any passengers, and but a limited quantity of merchandise, are expected to be conveyed thereon.

6th. That the amount of income expected to arise from the conveyance of goods is 10,200*l.*, and that the largest revenue is anticipated from coal.

7th. That the proposed railway is a complete and integral line between the termini specified ; and the calculations of remuneration do not depend upon any extension of the line.

8th. That there is no competing line of railway in progress or contemplation.

9th. That there is an inclined plane on the railway 1100 yards in length, with an inclination of one in eighteen, which is proposed to be worked by a stationary engine.

10th. That it was stated by the promoters of the bill that there is not any peculiar engineering difficulty in the proposed line.

11th. That there are no tunnels on the proposed line.

12th. That the gradients and curves are favourable for the purpose intended, the steepest gradient on the line, exclusive of the inclined plane above referred to, being 1 in 180, and the smallest radius of a curve being not less than one mile.

13th. That the length of the proposed railway is 5 miles and 847 yards, and no branch therefrom is proposed.

14th. That the line is generally fit in an engineering point of view.

15th. That it is not intended to pass any turnpike-road on a level. The highways are particularly adverted to in clause 2 of this report.

16th. That the estimate of the cost and other expenses to be incurred, up to the time of the completion of the proposed railway, is 33,923*l.*, and it appears to be supported by evidence, and to be adequate for the purpose.

17th. That the estimated charge of the annual expense of the railway, when completed, is 5100*l.*, and the calculations upon which the charge is estimated have been sufficiently proved.

18th. That the calculations proved in evidence before the committee, have established that the revenue is likely to be sufficient to support the annual charges of the maintenance of the railway, and still allow a profit to the proprietors.

19th. That all the owners and occupiers of the lands traversed by the said railway are assenting parties.

20th. That as the bill does not contain any compulsory powers for taking any lands or premises, and merely incorporates the subscribers to the railway as a joint-stock company, provides for the election and appointment of officers of the company, and regulates the possession and transmission therein, the committee did not consider it necessary to examine any engineer in support, and no engineer was examined against the bill.

21st. That no petitions were presented against the bill.

22d. That there are no special circumstances which, in the opinion of the committee, it is desirable the House should be informed of.

Mr. Harland further reported from the committee that they had examined the allegations of the bill, and found the same to be true, and had gone through the bill, and made several amendments thereunto.

PUBLIC RAILWAYS.

In the House of Commons, on Tuesday evening, on the question of taking into further consideration the report of the London and Southampton Railway (Portsmouth Branch) Bill,

Mr. Easthope rose to ask what was the meaning of the clause which had been reported from the railway committee on Friday last, and ordered to lie on the table and to be printed. He had carefully considered that clause, and he must confess he did not understand it. He had hoped, therefore, that some hon. member of the committee on railways would have the goodness to explain what was the intention of the committee in reporting in favour of the insertion of this clause in railroad bills generally. The clause which it was proposed by the committee to insert in all railroad bills ran thus :—" And be it further enacted, that nothing herein contained shall be deemed or construed to exempt the railway by this or the said recited acts authorised to be made from the provisions of any general act relating to railways which may pass during the present or any future session of Parliament." If the clause meant to intimate that any particular railway company had power to oppose the authority of Parliament, why did it not state this at once, and in so many words? If the purpose of the report was to give notice that some general act for the regulation of railways was about to be passed, where was the necessity of speaking about the exemption of one railway or another from the operation of that Act? But if it were intended to exempt any one or another railway from the operation of such general act, surely so much ought to be stated. He begged for information on the subject from some member of the committee.

Mr. Loch thought the clause quite intelligible. He could not consent that the bill should proceed further without this clause was inserted.

After a remark from Mr. C. S. Lefevre,

Mr. Freshfield said, he could not allow the question of the hon. member to pass without offering some reply to it. The House was aware that much inconvenience was likely to arise to the public at large if the railways were not put under some general regulations. This had been stated by the right hon. President of the Board of Trade when he moved the appointment of the committee on railways. Now, in that committee the question was put whether the regulations which it was agreed ought to be recommended to the House for insertion in railway bills ought to be inserted in the particular bill they were then considering, when *non constat* that such regulations would be inserted in all the bills which might hereafter come before the House. It was felt, therefore, that it would be better not to take a step which might be considered partial, and it was accordingly proposed only that the hon. member's company should be bound by the same regulations as would apply to all railway companies, those which were not before the House as well as those which were.

Mr. Easthope begged to assure the House and the hon. member that he did not know when he rose what particular railway report was under consideration. He had been behind the Speaker's chair at the time, and had not, consequently heard the question put.

The further consideration of the report was then suspended.

Imperial Bank of England.—The bills of this bank, situate at Manchester, were to-day refused payment by the agency in London, being what is termed, in the case of private banks, a failure, though these concerns possess so much vitality, or rather care so little for accidents of this description, that it is hardly safe to make the application to this bank, or to say that it has sustained thereby any loss of credit. It was among the least important of the mushroom undertakings that have sprung up under the system in that fertile district, and so recently formed that it is not included in the investigation conducted by the committee of the House of Commons on joint-stock banks.—*Times*, Tuesday.

METEOROLOGICAL JOURNAL, 1839.

April	Thermometer	Barometer	April	Thermometer	Barometer
Thursd. 25	from 29 to 51	29,90 to Stat.	Monday 29	31 .. 67	30,18 .. 30,12
Friday .. 26	32 .. 55	30,02 .. 30,11	Tuesday 30	36 .. 65	30,11 .. 30,08
Saturd. 27	42 .. 56,5	30,11 .. 30,13	Wednes. 1	45 .. 66	29,97 .. 29,94
Sunday 28	34 .. 61	30,19 .. 30,23			

Wind N.W. and S.E.

Except the 24th, 25th, and 28th ult., and two following days, generally cloudy.

Rain fallen, ,05 of an inch.

Edmonton. Charles Henry Adams.

PURCHASES OF COPPER ORES AT REDRUTH,

April 25.

Purchasers.	Mines.	Tons	Total	Price £ s. d.	Amount £ s. d.	Total Amount £ s. d.
Mines Royal Co.	United Mines	106		6 2 6	649 5 0	
—	....	105		5 2 6	556 2 6	
—	....	84		6 17 6	577 10 0	
—	....	64		5 14 0	364 16 0	
			359			2129 13 6
2. Vivian & Sons.	Consolidated Mines	91		4 18 6	448 3 6	
—	....	90		6 10 0	585 0 0	
—	....	85		5 5 0	446 5 0	
—	....	58		5 9 6	317 11 0	
—	United	79		4 12 6	360 15 6	
—	Great St. George	80		3 11 6	286 0 0	
—	....	25		5 13 6	128 12 6	
—	....	54		3 8 0	182 12 0	
—	....	53		5 15 6	306 1 6	
—	....	49		2 15 6	134 15 0	
—	Fowey Consols	68		10 13 6	725 18 0	
—	Wheal Perran	34½		7 18 6	273 8 3	
—	Wheal Leed	33		6 17 6	226 17 6	
—	....	20		2 19 6	49 10 0	
			828½			4566 9 3
3. Freeman and Co.	United	62		4 11 6	283 4 6	
—	Great St. George	65		6 1 6	394 17 6	
—	Fowey Consols	84		5 19 6	501 18 0	
			212			1185 0 0
4. Grenfell & Co.	Gt. St. George	44		5 16 0	255 4 0	
—	Fowey Consols	53½		5 9 0	291 11 6	
—	Wheal Perran	63		8 0 6	505 11 6	
—	....	51		4 4 0	214 4 0	
—	Gt. Wheal Charlotte	92		2 8 0	220 16 0	
—	....	45		4 15 0	213 15 0	
—	....	55		3 15 6	192 2 6	
—	Wheal Curtis	51½		4 15 6	245 18 3	
			455			2079 2 9
5. Sims, Williams, Nevill, and Co.	Consolidated Mines	103		7 4 6	744 3 6	
—	....	101		6 12 0	666 12 0	
—	....	80		4 5 6	342 7 6	
—	....	82		4 0 6	330 1 0	
			369			2083 4 0
6. Williams, Foster & Co.	Consolidated Mines	80		5 14 6	458 0 0	
—	United	26		1 4 0	31 4 0	
—	Gt. St. George	90		5 9 0	310 10 0	
—	....	35		3 13 6	128 12 6	
—	....	64		5 11 0	355 4 0	
—	Fowey Consols	53½		5 9 0	291 11 6	
—	....	77		5 7 0	411 19 0	
—	Godolphin	62		6 2 0	378 4 0	
—	....	36		6 16 0	492 16 0	
—	....	38		15 14 0	596 12 0	
—	Wheal Perran	34½		7 18 6	273 8 3	
—	Wheal Curtis	51½		4 15 6	245 18 3	
—	Wheal Gramblar	4		4 2 6	16 10 0	
			674½			3990 9 8
7. Vigurs and Co.	United	81		7 12 0	615 12 0	
—	....	80		8 15 6	702 0 0	
—	Godolphin	39		4 13 6	182 6 6	
			200			1499 16 6
			3479			17533 17 6

SALE OF COPPER ORES AT CAMBORNE.

Sampled, April 17, and Sold at Tyack's Hotel, Camborne, May 2.

Mines	Tons	Price £ s. d.	Purchasers	Mines	Tons	Price £ s. d.	Purchasers
Consols	118	8 4 6	Vivians.	United H.	57	10 3 6	Freemans.
ditto	107	4 18 0	—	ditto	27	4 15 6	Mines Royal
ditto	106	5 6 6	—	S. Roskear	76	5 11 6	P. Grenfells.
ditto	104	7 14 0	—	ditto	73	4 14 6	—
ditto	86	6 4 6	Williams.	ditto	46	1 10 6	—
ditto	84	9 15 6	Vivians.	W. Chance	97	5 16 9	Williams.
ditto	69	7 16 6	Williams.	ditto	24	1 11 0	—
ditto	66	5 8 6	P. Grenfells.	E. Crofty	104	4 2 6	P. Grenfells.
ditto	61	6 11 6	Vivians.	ditto	72	5 1 6	Vivians.
ditto	54	5 15 6	—	Longclose	55	6 9 6	—
ditto	52	6 12 0	Williams.	ditto	54	5 5 6	P. Grenfells.
ditto	51	4 18 6	—	Fowey C.	100	6 16 6	Vivians.
N Roskear	109	6 18 0	—	ditto	90	4 16 6	Freemans.
ditto	86	6 4 6	—	ditto	78	4 12 6	—
ditto	82	7 0 6	—	Wh. Lydia	75	3 19 6	Nevill & Co.
ditto	80	4 3 6	Freemans.	ditto	56	4 7 6	—
ditto	79	6 0 0	Williams.	S. Towan	55	6 5 6	Mines Royal
ditto	78	5 12 0	—	Treweras	66	6 17 6	Williams.
ditto	77	9 12 6	—	ditto	56	6 5 6	Nevill & Co.
ditto	56	2 12 0	Freemans.	ditto	54	5 15 6	Williams.
Dolcoath	84	1 1 6	Williams.	S. Basset	55	3 15 6	Freemans.
ditto	61	5 16 6	Mines Royal	ditto	52	5 9 6	—
ditto	60	11 1 6	Williams.	ditto	40	6 1 0	Williams.
ditto	59	4 0 0	P. Grenfells.	Thecroft	60	4 7 6	—
ditto	42	4 6 6	Vigurs & Co.	ditto	48	2 8 6	—
ditto	35	2 9 6	Vivians.	Hallenbeagle	60	5 7 0	Mines Royal
ditto	34	12 2 6	Vigurs & Co.	ditto	30	3 1 6	Vivians.
United H.	100	4 10 6	Nevill & Co.	W. Harriet	66	3 5 0	Williams.
ditto	87	2 18 6	Vivians.	Wh. Tolgus	28	2 19 6	P. Grenfells.
ditto	76	8 3 6	—				

TOTAL PRODUCE.

Consolidated	907	£6230 14 0	Wheal Lydia, South Towan	186	£600 5 0
North Roskear	646	3894 6 0	Wheal Treweras	176	1110 9 6
Dolcoath	405	2321 14 0	South Wh. Basset	146	767 4 0
United Hills	347	1694 0 0	Thecroft	160	383 13 6
South Roskear, Wheal Chance	316	1426 15 6	Hallenbeagle	90	420 16 0
East Wh. Crofty, Longclose	280	1434 0 0	Wh. Harriet	66	279 10 0
Fowey Consols	290	1541 0 0	Wh. Tolgus, and Portreath	28	83 6 0

Average standard, 110*l.* 4s.—Average produce, 7¼.—Average price, 5*l.* 10s. 6d.—Quantity of ore, 4073.—Quantity of fine copper, 300 tons 4 cwt.—Amount of money, 22,542*l.* 11s. 6d.—Average standard of last sale, 108*l.* 18s.—Produce, 7¾.

Copper ore for sale on Thursday next, at Andrew's Hotel, Redruth. Mines and Parcels.—Wheal Darlington, 414 ; Cusn Bow Mines, 320 ; Wheal Friendship, Tavistock Downs, and Owen Vean, 301 ; Marazion Mines, 280 ; Fowey Consols, 280 ; Treweras, 274 ; W. Buller and W. Beauchamp, 254 ; Levant, 230 ; Wheal Harmony and Cardrew, 156 ; Providence Mines, 143 ; Wheal Agnes, 130 ; Wheal Julia, 120 ; Relistian, 115 ; Wheal Trewath, 60 ; Wheal Busy, 61 ; Wheal Providence, 64 ; Great Work, 14 ; Trevaskus, 28 ; West Wheal Jewel, 24 ; Wheal Seaton, 10 ; Wheal Prosper, 7.—Total, 4249.

No Sale on Thursday, May 16.

SALE OF COPPER ORES AT SWANSEA,

Copper ores for sale, May 6.—Copiapo 100, ditto 90, ditto 71, ditto 63.—Cobre 76, ditto 66, ditto 64, ditto 140, ditto 3.—Chili 79, ditto 16, ditto 44, ditto 79, ditto 12, ditto 5.—Cuba 89, ditto 86, ditto 51.—Knockmahon 101, ditto 87, ditto 43.—Lismore 161, ditto 65.—Ballymurtagh 100, ditto 60.—Tigrony 80.—Cronebane 42.—Crown 78.—[illegible] 64, ditto 30.—[illegible] 45, ditto 11.—Ballygahan 11.—Larkamore 65.—[illegible] 18, ditto 12, ditto 11.—[illegible] 30.—[illegible] 30.—[illegible] 40.—Connorree 32, ditto 21, ditto 9.—Total 2400.

PRICES OF SHARES AT LIVERPOOL.

		£	s.	d.			£	s.	d.
Liverp. & Manch. Railway	100	194	0	0	Leicester & Swanning. do.	50	73	10	0
Ditto Quarters	25	45	0	0	New shares	20	30	0	0
Ditto New Halves	50	76	10	0	London and Southampton	50	45	10	0
Manchest., Bolton, & Bury Railway and Canal	78	51	0	0	York and North Midland	20	30	5	0
Manchester & Birmingham	15	12	0	0	Birmingham and Derby	60	46	10	0
Ditto Extension	7	6	7	6	Ulster	5			
Birkenhead and Chester	35	41	10	0	Liverp. & Har. W. Works	50	457	0	0
Chester and Crewe	35	24	15	0	Bootle ditto		327	10	0
Bolton and Leigh ditto	100	61	0	0	Liverpool Coal Gas		570	0	0
Warrington & Newton do.	100	....			Liverpool New Gas & Coke	100	137	0	0
Kenyon and Leigh ditto	100	....			Exchange Buildings	100	164	0	0
Wigan Branch ditto	100	....			Ocean Assurance Company	10	6	12	6
North Union	100	63	10	0	Liverp. Marine Assur. Co.	33½	9	0	0
St. Helens & Runcorn Gap	100	....			Bank of Liverpool	13½	23	5	0
Grand Junction ditto	100	200	10	0	Manchester and Liverpool District Bank	15	15	0	0
Ditto Half shares	20	60	10	0	Royal Bank of Liverpool	500	720	0	0
London and Birmingh. do.	90	156	15	0	Commercial Bank of Liver.	10	10	17	6
Quarter shares	5	24	5	0	Union Bank of Liverpool	10	14	2	6
Leeds and Manchester do.	50	64	10	0	Liverpool Banking	10	11	10	0
Hull and Selby	30	9	0	0	Albion	25	28	5	0
Midland ditto	40	43	5	0	Northern & Central Bank of England	10	3	1	6
North Midland ditto	65	62	0	0	Commercial Bank of Engl.	5	5	5	0
South Eastern	9	....			North & South Wales Bank	10	10	2	6
Birming. & Gloucester do.	40	19	15	0	Bank of Manchester	10	12	12	6
Great Western Railway	65	71	0	0	Wilts and Dorset Bank	7½	7	0	0
Eastern Counties	16	10	5	0	East of England Bank	10	9	7	6
Edinburgh and Glasgow	10	6	0	0	Borough Bank	10	16	5	0
Edinb. Leith, & Newhaven	5	....			South Lancashire Bank	7½	6	17	6
Glasg., Paisley, & Greenock	8	7	0	0	Royal Rock Ferry	20	7	7	6
Ditto, Kilmarnock, & Ayr	10	7	2	6	Monk's (Woodside)	17	7	17	6
London and Brighton	17	8	5	0					

PRICES OF SHARES AT GLASGOW.

	£	£	s.		£	£	s.
Bank of Scotland	100	180	0	Edinb. & Glasgow Railway	10	6	0
Royal Bank	100	163	0	Garnkirk and Glasgow	50	55	0
British Linen Company	100	230	0	Glasgow and Greenock	8	7	0
Commercial	100	175	0	Glasgow and Ayrshire	15	11	0
National	10	16	0	Monkland and Kirkintilloch	25	42	0
Glasgow Union	50	88	0	Paisley and Renfrew	10	7	0
Western Bank of Scotland	40	57	0	Slamannan	40	..	
Caledonian Fire and Life	10	19	10	Wishaw and Coltness	45	60	0
Edinburgh Life Assurance	10	14	10	Glasgow Gas	25	55	0
Fire Insurance of Scotland	10	10	0	Paisley Gas Company	5	9	5
Hercules Fire Insurance	10	16	0	Glasgow Water Co.	50	66	0
North British Fire and Life	10	20	5	Paisley Water	10	11	0
Scottish U. Fire and Life	1	1	8	Forth and Clyde Canal	400	410	0
Standard Life Insurance	28s	2	10	Edinb. & Glas. Union Canal	50	40	0
Ballochney Railway	25	43	0	New Clyde Shipping Co.	10	..	
Dundee and Arbroath	25	25	10	Old Clyde Shipping Co.	25	..	
Edinburgh and Dalkeith	50	59	0	Shotts Iron Company	48	32	0

South Frederick-street, May 1. JAMES WATSON.

PRICES OF MATERIALS IN CORNWALL

AS SUPPLIED AT THE PRINCIPAL MINES IN THE FOLLOWING MONTHS.

	11 & 12	1 & 2		11 & 12	1 & 2
Common iron, per cwt.	10s 0d	10s 6d	Ditto machine	13s 0d	13s 0
Half-inch square ditto	11 0	11 0	Iron-wire ditto	3 0	3 0
Best tough whim chain	30 0	30 0	Iron-wire work, per foot	1 6	1 6
Boiler plates	16 0	15 6	Board nails, per cwt.	19 6	19 6
Hoop iron	14 0	14 6	Half-board ditto, per 1000	5 0	5 0
Nail rods	12 0	12 0	Hatch ditto	3 6	3 6
Miners' shovels	32 0	32 0	Half-hatch ditto	2 6	2 6
Charcoal iron	15 0	16 0	Linseed oil, per gallon	3 4	3 0
Gunpowder, per 100 lbs.	38 0	38—47s	Rape ditto	2 9	4 0
Leather, per lb.	2 0	2 0	Birch, per foot	1 7	1 7
Coals, per ton, at quay	14 6	14 6	Pine	1 6	1 6
Candles, per dozen lbs.	6 6	6 9	Sheet lead, per cwt.	24 0	24 0
Tallow, per cwt.	57—60s	59 6	Barrow heads	11 0	11 6
Ropes	40 0	48 0	H 2 steel (112lbs.)	32 0	32 0
Flat ropes	42 0	50 0	2s. nails	19 0	19 6
Hemp	0 4½	0 5½	Pick hilts	1 6	1 6
White yarn, per lb.	0 5½	0 6	Shovel hilts	1 0	1 0
White rope	0 5½	0 6	White ground lead	32 0	32 0
Brass-wire sieves, each	4 4	4 4	Red lead	30 0	30 0
			Best rolled iron	11 0	15 0

** The figures at the top of the columns refer to months—as 1 Jan., 2 Feb., &c.

CORN EXCHANGE, MAY 3, 1839.

Wheat .... p. Qr. 50s to 70s	Malt .... p. Qr. 60s to 68s	Oats .... p. Qr. 22s to 28s
Rye .... 40s to 42s	Peas .... 34s to 42s	Bran .... 12s to 14s
Barley .... 30s to 34s	Beans .... 35s to 41s	Pollard .... 16s to 20s

AVERAGE PRICE OF GRAIN, per Quarter.

Wheat	Barley	Oats	Rye	Beans	Peas
77s. 7d.	40s. 1d.	25s. 2d.	40s. 7d.	38s. 9d.	38s. 9d.

SMITHFIELD, Friday, May 3.

To sink the offal—per 8lb.

Beef .... 3s. 6d. 3s. 8d. 4s. 4d.	Veal .... 4s. 0d. 0s. 0d. 5s. 2d.
Best Down & Polled Mutton .... 5s. 4d.	Pork .... 4s. 0d. 5s. 0d. 5s. 4d.

Head of Cattle on Monday—Beasts, 2850 ; Sheep, 21,540 ; Calves, 91 ; Pigs, 491.
Head of Cattle this day—Beasts, 456 ; Sheep, 6090 ; Calves, 165 ; Pigs, 327.

NEWGATE AND LEADENHALL.—By the Carcase.

Beef .... 3s. 0d. 3s. 4d. 3s. 8d.	Veal .... 3s. 0d. 4s. 0d. 5s. 0d.
Mutton .... 3s. 0d. 3s. 8d. 4s. 0d.	Pork .... 3s. 4d. 4s. 4d. 5s. 0d.

FROM THE LONDON GAZETTE,

Tuesday, April 30.

INSOLVENT.

April 26—William and William Henry Steggles, Bury St. Edmunds, builders.

BANKRUPTCIES ANNULLED.

Charles West, Liverpool, printer.
Henry Frederick Hole, Newport, Devonshire, brewer.

BANKRUPTS.

R. J. Webb, Quadrant, Regent-street, chymist. [Templer, Shearman, and Slater, Great Tower-street.
H. E. Wartnaby & H. Robinson, Wood-street, silkmen. [Hardman, New Broad-st.
F. Burghart, Clifford-street, Bond street, tailor. [Wright, Golden-square.
A. Cohen, Magdalen-row, Great Prescot-street, Goodman's-fields, wine-merchant.
W. Morris, Liverpool, ironfounder. [Johnson, Son, and Weatherall, Temple.
Martha Davies and Mary Jones, Taunton, grocers. [Adlington and Co., Bedford-row.
J. Southall, Eardisland, Herefordshire, licensed victualler. [Smith, Chancery-lane.
J. Lock, Bury St. Edmunds, Suffolk, miller. [Bromley, Gray's Inn.
W. Surman, Cheltenham, hackneyman. [White and Whitmore, Bedford-row.
G. C. Poole, Lyme Regis, Dorsetshire, grocer. [Coates, Lincoln's-Inn-fields.
W. Frankland, Liverpool, hackney-coach-proprietor. [Norris and Allen, Bartlett's-buildings, Holborn.

Certificates to be granted, unless cause be shown to the contrary, on or before May 21.

A. Robertshaw, Ripponden, Yorkshire, surgeon—T. M'Cann, Great Malvern, Worcestershire, builder—J. Blackwin, Swainswick, Somersetshire, builder—H. Rumley, Bristol, builder—H. Bliss, Nailsworth, Gloucestershire, hat-manufacturer—G. Gray, Brunswick-street, Stamford-street, Blackfriars-road, livery-stable-keeper—W. F. Mould, Union-place, New-road, Marylebone, wine merchant.

Friday, May 3.

INSOLVENT.

May 1.—Christopher Moresby, Frome, Somersetshire, scrivener.

BANKRUPTCY ANNULLED.

T. B. King, late of the City Arms, King-street, Aldgate, licensed victualler.

BANKRUPTS.

T. Cole, Leadenhall-street, stationer. [Hinman, Bennett-street, Blackfriars-road.
G. Frith, Lower Whitecross-street, stationery. [Buchanan, Basinghall-street.
T. Briggs, Newcastle-upon-Tyne, wholesale and retail grocer. [Swain, Stevens, and Co., Frederick's-place, Old Jewry.
W. Bell, Lichfield, cabinet-maker. [Hasland and Birchoff, Copthall-court.
W. B. Carter, Newcastle-upon-Tyne, ironmonger. [Shield & Harwood, Poultry.
J. Manton, Gt. Grimsby, Lincolnshire, corn merchant. [Tilsons & Co., Coleman st.

Certificates to be granted, unless cause be shown to the contrary, on or before May 24.

T. Reynolds, Chipping Ongar, Essex, clothes-salesman—S. Chatsworth, Shoreditch, grocer—S. Windhurst, Birmingham, brass-founder.

COAL MARKET, LONDON.

MONDAY.

Prices of coals per ton at the close of the market.—Adair's 19 6—Holywell Main 20—Ord's Redheugh 17—Tanfield Moor 20—Willington 21—Wylam 20 3—Walls End Bell and Brown 21 3—Bewicke and Co. 22—Dean 18—Gosforth 20—Hilda 21—Hotspur 21—Killingworth 21—Northumberland 21—Riddell's 21 6—South Tanfield 18 6—Todd's Beaumont 18 9—Braddyll's Hetton 24 3—Haswell 24 3—Lambton 24 3—North Hetton Lyons's 21 9—Pemberton 21—Russell's Hetton 24 3—Whitwell 22 6—Hartlepool 24 3—Adelaide 22 6—Gordon 21 3—South Durham 21 6—Seymour Tees 21 6—Tees 20—Blyth 18 6—Craigola 25—Llangennech 27.—Ships arrived, 9.

WEDNESDAY.

Carr's Hartley 20—Hebburn Main 21 3—Holywell Main 21—South Hartley 18 6—Tanfield Moor 20—Willington 21 3—Wylam 20 3—Walls End Bewicke and Co. 22—Gosforth 22—Hilda (damaged) 18—Hotspur 21—Todd's Beaumont 18 6—Braddyll's Hetton 24 3—Hetton 24 6—Lambton 24 6—Adelaide 22 6—Clarence 20—Craigola 29 3—Gordon 21 6—Tees 22—West Hetton 21 6—Blyth 18—Llangennech Coal 27.—Ships arrived, 9.

FRIDAY.

Adair's 18 6—Bowden Main 20 6—Hebburn Main 21 3—South Hartley 18—Tanfield Moor 20—Willington 21 3—Wylam 20—Blyth 18—Howard's Netherton Main 19—Wall's End: Bewicke and Co. 22—Brown's 21—Heaton 21 6—Hilda 21—[illegible] (damaged) 18—Northumberland 21—Walker 21—Seaward 20—Hetton 24 6—[illegible] Clarence Tees 20—Gordon 21 6—Tees 20—Tees Hetton 21—[illegible] West Tees—20 6.—Ships arrived, 9

PRICES OF STOCKS.

ENGLISH PUBLIC FUNDS

	Saturday.	Monday.	Tuesday.	Wednesday.	Thursday.	Friday.
Bank Stock, 8 per Cent.	197¼	197¼	197¼ 7	....	197¼	197¼ 7
3 per Cent. Red. Anns.	92¾ ¼	92¾ ¼	92¾ ¼	..	92¾ ¼	92¾ ¼
3 per Cent. Consols	93 3¼	92¾ 3¼	93¼ ⅛	....	93¼ ⅛	93¼ ⅛
3½ per Cent. Anns. 1818.	....	....	99¾	....	9⅛	99¾
3 per Cent. Anns. 1726.	....	....	....	....	91¼	....
3½ per Cent. Red. Anns.	100 99¾	99¾ ⅞	99⅞ 100	....	99¾ ¼	99⅞ 100
New 3½ per Cent. Anns.	101⅛ 1	100⅞ 1	100⅞ 1⅛	....	100 99⅞	100⅛ 99⅞
New 5 per Cent.	....	....	....	....	....	....
Long Anns. 1860.	14⅛	14⅛	14⅛	....	14⅛	14⅛
Anns. for 30 Years 1859.	14⅜	14⅜	14⅜	....	....	14⅜
Ditto 1860.	....	14⅜	14⅜	....	14⅜	14⅜
India Stock, 10½ per Cent.	....	256	....	....	256½ 5¼	256½ 6
South Sea Stock, 3½ per Cent.	....	....	103¼	....	....	....
Ditto Old Ann. 3 per Cent.	....	90¼	....	....	90¾ ⅞	....
Ditto New Ann. 3 per Cent.	....	91	....	....	....	91¼
3 per Cent. Anns. 1751	....	....	....	....	....	....
India Bonds, 3 per Cent.	45 44 p	45 46 p	45 46 p	....	44 46 p	44 46 p
Exchequer Bills, 2d. £1000.	43 40	40 42	40 42	....	40 44	44 42
Ditto £500.	43 40	40 42	40 42	....	40 44	44 42
Ditto Small.	43 40	40 42	40 42	....	40 44	44 42
Ditto Com. 2	....	....	....	....	....	....
3 p. Cent. Cons. for Ac. May 28	93¼ ⅛	93¼	93¼ ⅛	....	93¼ ⅛	93¼ ⅛
Bank Stock for Op. May 28	....	....	198	....	....	....
India Stock for Op. May 28	....	....	256	....	....	....

FOREIGN STOCKS.

	Saturday.	Monday.	Tuesday.	Wednesday.	Thursday.	Friday.
Austrian, 5 per Cent.	....	....	....	....	107¼	107¼
Belgian, 5 per Cent.	....	....	103¾	....	101½	101⅝ ¼
Brazilian	....	78¾ ¼	....	....	78⅞	78⅞
Ditto, 1829	....	....	....	....	....	....
Buenos Ayres, 6 per Cent.	....	....	....	....	19¼ 8	....
Cuba, 6 per Cent.	....	....	....	....	....	....
Chilian, 6 per Cent.	....	....	....	....	25	....
Colombian, 6 per Cent.	28¾	28¾ ⅞	....	....	29	29⅜ ⅞
Ditto, 1824, ditto	30¾ ¼	30¾ ⅞	30¾ 1	....	31⅛ ¼	31⅛ ⅞
Danish, 3 per Cent.	....	....	75¼	....	....	....
Greek, 5 per Cent.	....	....	....	....	....	....
Ditto, 1825, 5 per Cent.	....	....	....	....	....	....
Mexican, 5 per Cent.	....	....	....	....	....	....
Ditto, deferred do.	....	....	....	....	....	....
Ditto, 1825, 6 per Cent.	24⅞	24⅞	25¼ 5	....	25¼	25⅜
Ditto, def. do. 6. per Cent.	....	....	....	....	....	....
Neapolitan, 5 per Cent, 1824	....	101	....	....	....	....
Peruvian, 6 per Cent.	....	....	....	....	17¾ 18¼	18¼
Portuguese, 5 per Cent.	....	....	....	....	74¼	....
Ditto, New 5 per Cent.	35¼ ⅞	35¾ 6¼	36⅞ ¼	....	36¼ 7¼	37
Ditto, 3 per Cent.	21⅞	21⅞ 2	22¼ 2	....	22¼ ⅛	22⅜
Prussian, 4 per Cent.	....	....	....	....	....	....
Russian, 1822, 5 per Cent.	....	....	....	....	....	113¾ 13
Spanish, 5 per Cent. Consols	20¼ ⅛	20⅞ ¼	20¼ ⅛	....	19⅞ 20	20¼ 20
Ditto, passive	4⅞	4⅞	4⅞	....	4⅞	....
Ditto, deferred	9⅞	9⅞	9⅞	....	9⅞ ¼	....
Dutch, 2½ per Cent.	55⅞	55⅞ ⅞	56 5¾	....	55⅞ 6¼	56¼ ⅞
Ditto, 5 per Cent.	102⅞ ¼	102⅞	102⅞	....	102⅞ ⅞	102¼ ⅞
Ditto, New, 1837	....	99¼ ⅞	....	....	99⅞ ⅞	99¼ ⅞

FRENCH FUNDS.

	Apr. [illegible]	PARIS. Apr. 27	Apr. 29	Apr. 30	Apr. [illegible]	LONDON. Apr. 29	May 2
5 per Cent. Ann.	....	110f.80c.	110f.55c.	110f.80c.	....	....	110f.75c.
Ex. on Lond. 1 m.h.	....	25f. 15c.	25f.12½c.	25f. 15c.	....	....	25f. 40c.
ditto 3 mhs.	....	24f. 25c.	25f. 0c.	24f. 75c.	....	....	....
4½ per Cent. Ann.	....	....	108f.25c.	108f.50c.	....	....	....
Exchange							
4 per Cent. Ann.	....	101f.80c.	101f.75c.	....	....	....	....
Exchange							
3 per cent.	....	81f. 45c.	81f. 20c.	81f. 40c.	....	82f. 20c.	....
Exchange						25f. 40c.	
Bank Shares	....	2700f.	2700f.	2720f.	....	....	....

IRISH FUNDS,

May 2, 1839.

Bank Stock			183¼	Royal Canal Stock				37⅞
Government Debentures	3½	per ct.	92¼	Patriotic Insurance	25	0	0	6¼
Ditto Stock	3½	per ct.	99⅞	Provin. Bank of Ireland	25	0	0	4
Ditto New	3½	per ct.	99⅞	Hibernian Bank	25	0	0	25
Ditto ditto, reduced	4	per ct.	99⅞	Grand Canal Stock				28¼
Consols	3	per ct.	92¼	Mining Co. of Ireland	7	0	0	14⅞
City Debentures	4	per ct.	65¼	City of Dublin Steam Co.	100	0	0	120
Exchequer Bills	2½d	per diem	23	Kingstown Railway	60	0	0	3¼

AMERICAN FUNDS.

Redeemable.	London	America	Redeemable.	London	America
New York 5 1855	92		Louisiana 5 1844, 7, 50, 2.	93¼ 4	
5 1858			Missisipi .. 6 1861, 6, 71		
.. 1860			INCORPORATED BANKS. Per Cent.		
Pennsylva. 1859, 40, 41..			United States .... 6 1866..	24¼	113 11
.. 1848			Louisiana State.. 10 1870..		
.. 1853, 4			Bank of Louisiana 8 1870..		
.. 1856			N. Orleans, Canal & B. Co.		
.. 1858			City Bank		
.. 1860, 62	91		New York Life and Trust 5	40	
.. 1865			Tenessee Planters 9		
Maryland 6 1870	100		Mississippi.. 10		
Ohio 6 1850			Exchange at New York		108¼ 9

COURSE OF EXCHANGE.

FRIDAY, May 3, 1839.

	Prices quoted	Prices negotiated on 'Change			Prices quoted	Prices negotiated on 'Change	
Amsterdam	12 4	12 2	12 2½	Seville	36¼	—	—
Ditto at Sight	12 ¼	11 19	11 19½	Gibraltar p. A. d.	49	—	—
Rotterdam	12 4½	12 2½	12 3⅛	Leghorn	39 55	39 15	39 20
Antwerp	12 4	12 1⅛	12 2	Genoa	25 75	25 60	25 65
Hamburgh Mcs. B.	13 11	13 9¼	13 9½	Milan	31	—	—
Altona	13 11½	—	—	Venice p. 6 A. L.	47	—	—
Paris, 3 days' sight	25 35	25 22½	25 25	Naples	40	40⅛	40⅛
Ditto	25 65	25 50	25 55	Palermo	119½ oz	119⅞	120
Marseilles	25 70	25 55	25 57½	Lisbon	54⅞	54⅞	55
Frankfort on Main	151	150⅞	150⅞	Oporto	54⅞	54⅞	55
Petersburg p. ruble	10⅛	—	—	Rio Janeiro	29	—	—
Berlin .. cur. doll.	7 0	—	—	Bahia	27	—	—
Vienna eff .... fo.	10 5	10 2	10 2	Buenos Ayres	—	—	—
Trieste ditto	10 6	10 3	10 3	Dublin	—	—	—
Madrid	37	37⅛	37⅛	Cork	—	—	—
Cadiz	37⅛	37⅛	37⅛	Madras	—	—	—
Bilboa	36⅞	—	—	Calcutta	—	—	—
Barcelona	36⅞	—	—	New York & Philad	46¼ 6	—	—

PRICES OF METALS.

		£	s.	d.
COPPER, Brit.—Cake	ton	91	0	0
Tile	do.	92	0	0
Sheets	lb.	0	0	11¼
Bottoms	do.	0	1	0
Foreign—S. Am. (dp. 37s. cwt.) bd.	ton			
TIN, Brit.—Blocks	cwt	4	6	0
Bars	do.	4	8	0
Plates, common to best, per box. I.C.		1 12 0 to 1 13	0	
I.X.		1 18 0 .. 2 1	0	
I.X.X.		2 4 0 .. 2 7	0	
Wasters of the above Mks. 3s. less, all others 6s. less. (Others in proportion.)				
Foreign—duty 30s. per cwt. Banca, bd.	cwt.	3	17	0
Straits, bd.	cwt.	3	14	0
Bars.. bd	cwt.	3	15	0
LEAD, Brit.—Pig	ton	19	0	0
Sheet	ton	20	0	0
Shot	ton	23	0	0
Red	ton	22	0	0
White (dry)	ton	28	0	0
Do. (gd. in oil)	ton	32	0	0
Litharge	ton	22	0	0
Foreign—Spain. (dp. 40s. per ton).. bd.	ton	18	0	0
IRON, Brit.—Pig, No. 1	ton	6	10	0
Bar ton 9 15 0 to		10	10	0
Do. Carg. in Wales		9	10	0
Bolts	ton	11	0	0
Nail Rods	ton	11	10	0
Hoops	ton	12	0	0
Sheets, single	ton	14	0	0
(Others in proportion.)				
Foreign—Duty 30s. per ton. Swedes, ca. bd.	ton	14	0	0
for Steel, (var. mks.) ton 18 0 0 to		25	0	0
Russian com.	ton	13	0	0
P.S.I.	ton	15	0	0
C.C.N.D.	ton	19	0	0
STEEL, Brit.—Blistered, (various qualit.) ton 25 0 0 to		45	0	0
Shear do. do. 45 0 0 ..		64	0	0
Cast do. do. 45 0 0 ..		64	0	0
Foreign—Duty 20 per cent. Swedes in kgs bd	ton	19	10	0
Do. Faggots bd.	ton	19	10	0
Milan.. bd.	ton	20	0	0
SPELTER, For.—Cakes (dp. 2l. p. ton.) .. bd.	ton	20	0	0
English Sheets		33	0	0
QUICKSILVER—(dp. 1d. per lb.) bd.	lb.	0	3	10

GOLD AND SILVER.

	£	s.	d.
Foreign Gold in Bars (standard) ... per oz.	3	16	0
Foreign Gold in Coin, Spanish Doubloons	0	0	0
.. .. 20 Franc pieces	0	0	0
New Dollars	0	4	10¾
Silver in Bars (standard)	0	5	0½

TIDE TABLE.

HIGH WATER AT LONDON BRIDGE, from May 4 to 10.

	Satur.	Sunday.	Mond.	Tuesd.	Wedn.	Thurs.	Friday.
Morning	3 3	4 6	6 37	7 42	9 8	10 21	11 24
Afternoon	3 25	5 15	7 9	8 24	9 47	10 36	11 51

PRICES OF SHARES.

BRITISH MINES.

No. of Shares.	Name of Company.	Amount of Share.	Amount paid.	Highest Price.	Lowest Price.	Present Price.
500	Anglesey	100	5	10	8	8 10
1,800	Arigna Iron & Coal Co.	50	35	..	..	—
4,000	Bissoe Bridge	5	5	¼	¼	¼
8,000	Blaenavon	50	40	43¾	43½	43¾
8,000	British Tin	2½	2½	¼	¼	¼
20,000	British Iron	50	50	10	9½	10
1,000	Cariggan	..	1¼	5	5	5
100	Copper Bottom	..	41	30	30	30
2,000	Cornubian Lead Co.	..	3½	4½	4	4½
6,000	Cornwall Great United	12	9	2	1	2
5,000	Dartmoor Consols	5	5	3½	3	3
10,000	Durham County Coal Co.	50	30	1½	1½	1½
2,000	East Cornwall Tin, &c.	6	6	3	3	3
2,500	East Wheal Strawberry	10	6¼	¼	¼	¼
1,500	East Mulberry Hills	..	4½	2	2	2
4,000	English	25	12½	2	2	2
10,000	Hibernian	50	9	1½	1½	1½
1,000	Holmbush	100	14	42	38	40
2,000	Isle of Serk (Guernsey)	..	6¾	11	11	11
12,000	Kellewerris	5	2½	¼	¼	¼
20,000	Mining Co. of Ireland	25	7	13	13	13
6,000	Perran Consols	5	3⅞	1⅞	1	1¼
3,000	Polberou Consols	10	10	2½	2½	2½
6,000	Polbreen	5	4	3	3	3
2,000	Reliatian	..	..	24	23	24
5,000	Redmoor Consolidated	5	4½	3	2½	3
10,000	Rhymney Iron	60	40	37	37	37
8,000	St. Hilary	2½	1⅞	¼	¼	¼
3,200	South Towan	10	10	6	5½	5½
4,000	Tregollan	5	3	3½	3	3½
6,000	Trevorgus	5	5	½	½	½
4,000	Treleigh Consols	5	4¼	1¼	1¼	1¼
4,505	Tamar Consols	5	3	3½	3	3
6,000	Tin Croft	10	6¼	6¼	6	6
199	Trevaskus	..	60	75	70	75
3,030	Trewolvas	10	8	2¼	2	2
4,000	United Hills	5	5	1¼	1	1¼
2,000	Wendron	8	8	3	3	3
3,300	West Cork	50	50	..	..	—
5,000	Wheal Brothers	20	20	1	1	1
5,000	Wh. Harm. & Montague	10	10	7	6	6¼
6,000	Wicklow Copper	5	5	7	7	7
3,820	West Wheal Jewel	8	6	3	2½	2½ 3
800	Wherry Mine	15	12	12	12	12
20,000	Western Mining Asso.	5	1	..	..	—
5,000	Wheal Sisters	..	¼	¼	¼	¼
256	Wh. Prosper (Stithians)	..	3¼	5	4½	5

FOREIGN MINES.

No. of Shares.	Name of Company.	Amount of Share.	Amount paid.	Highest Price.	Lowest Price.	Present Price.
4,000	Alten Mining Company	15	12½	11	11	11
10,000	Anglo Mexican Co.	100	100	1	1	1
3,374	Do. Subscription	25	25	2½	2½	2½
2,000	Bolanos	150	150	67½	67½	67½
	Ditto Scrip	..	25	36	36	36
10,000	Brazilian Imperial	35	20	15¼	15¼	15¼
10,000	Bolivar	20	20	24¼	22	24¼
10,000	Ditto Scrip	10	10	3	3	3
10,000	Cata Branca } Brazilian	10	7½	8	8	8
10,000	Conceiçao.. } Co.	10	2½	2½	2	2½
10,000	Candonga Mining Co.	20	7½	5	5	5
12,000	Cobre Copper Company	40	40	42	42	42
8,500	Colombian Co. regis.	55	55	3¼	3¼	3¼
1,500	Ditto, New	11	11	..	..	—
10,000	Copiapo Mining Co.	20	13½	10	10	10
20,000	General Mining Association	20	17	7½	7½	7½
5,351	Mexican Company	60	56¼	5	5	5
6,000	Mocaubas and Cocaes	25	25	14	14	14
5,000	Minas Geraes	20	16	7	6	7
2,000	New Granada	10	8	15½	14½	15½
14,582	{ Real del Monte, regis.	54¾	63¾	7	7	7
	{ Do. unregistered	54¾	..	9	9	9
	Ditto Loan Notes	150	150	160	160	160
2,500	Rio de Anori	..	3¼	.	..	—
11,000	St. John d'el Rey	20	14	3⅞	3⅞	3⅞
30,000	United Mexican	40	40	1⅞	1⅞	1⅞
	Red New Scrip	.	5	2	2	2
	Black Scrip	..	5	4	4	4
5,000	Union Gold	..	9¼	..	..	—
14,000	Zacatecas Mining Co.	5	5	4	3½	4

RAILWAYS.

No. of Shares.	Name of Company.	Amount of Share.	Amount paid.	Highest Price.	Lowest Price.	Present Price.
2,500	Aylesbury	20	6	..	..	—
6,000	Birmingham and Derby	100	60	47	47	47
9,500	Birming. & Gloucester	100	30	20	19	20
7,500	Birm. Brist. & Th. Junc.	20	18	..	..	—
660	Bolton and Leigh	100	100	61	61	61
641	Ditto ¼ Shares	25	25	..	.	—
15,000	Bristol and Exeter	100	25	11	9¼	10¼
1,172	Cant. & Whitstable	50	50	..	..	—
350	Cheltenham	100	100	1¼	1¼	1¼
5,000	Chester & Birkenhead	50	35	42½	42½	42½
5,000	Chester and Crewe	50	25	24⅞	24⅞	24⅞
3,500	Do Extension	50	3	3	3	3
7,500	Chelten. & Gt. Western	100	40	8¼	8¼	8¼
14,000	Chelt. Oxford and Tring	100	5	6¼	6¼	6¼
2,000	Clarence	100	32	35¼	35¼	35¼
6,000	Dublin and Drogheda	100	10	7	7	7
	Dublin and Kingstown	..	60	70	70	70
8,000	Dublin and Kilkenny	100	2¼	¼	¼	¼
800	Durham Junction	100	90	..	..	—
7,500	Durham S. W. Junction	20	3¼	..	..	—
2,040	Durham & Sunderland	50	50	45	38	45
3,000	Deptford Junction	20	1	1½	1½	1½ ¼
60,000	Eastern Counties	25	16	7½	7½	7½
5,000	Edinb. Leith & Newha.	20	7	5	5	5
18,000	Edinburgh & Glasgow	50	10	6	6	6
2,500	Forest of Dean	50	50	40	40	40
12,500	Glasg., Paisley & Ayrsh.	50	15	12	12	12
16,000	Glasg., Paisley, & Green.	25	8	7⅞	7⅞	7⅞
10,918	Grand Junction	100	100	210	200	200
10,918	Do. New	50	20	60¼	60¼	60¼
10,000	Great North of England	100	35	16	16	16
25,000	Great Western	100	65	72½	71	72½
2,000	Hartlepool	100	100	100	100	100
8,000	Hull and Selby	50	25	14⅜	14⅜	14⅜
250	Ken. & Leigh Junction	100	100	..	..	—
40,000	Kent Railway	50	2	.	..	—
6,000	Launceston & Victoria	20	2	..	..	—
2,100	Leeds and Selby	100	100	65	62	65
2,000	Leicester and Swaning.	50	50	75	75	75
5,100	Liverpool & Manchester	100	100	196	196	196
12,021	Do. ¼ Shares	25	25	48¼	48¼	48¼
7,979	Do. ½ do.	50	35	77	77	77
24,000	Lond. & Blackwall	25	11	9¼	9¼	9¼
20,000	London and Greenwich	20	20	17	17	17
	Ditto New	..	20	19¼	19¼	19¼
25,000	London and Birmingh.	100	90	138	138	138
25,000	Do. ¼ Shares	25	5	24¼	24	24¼
14,000	London & Croydon Ty.	20	16¼	12¼	12¼	12¼
6,000	Do. Scrip	13	12½	11	10½	11
6,000	Do. (New Scrip)	20	7	8¼	8¼	8¼
20,000	London & Southampton	50	39¼	43¼	43¼	43¼
16,000	London & South., New	25	20	20	20	20
36,000	Lond. & Brighton	50	17	8¼	8¼	8¼
12,000	London Grand Junction	50	5	5	4	5
2,000	Llanelly	100	72	70	70	70
14,000	Manchester and Chester	..	2¼	..	..	—
13,000	Manchester and Leeds	100	80	64¼	64¼	64¼
10,000	Do. (New)	50	5	11	11	11
10,000	Manchest. South Union	100	6	3½	3⅞	3⅞
1,000	Manchester & Oldham	100	5	..	..	—
10,000	Manchester & Birming.	70	15	12	11	11
15,000	Do. Extension	70	7	6¼	6¼	6¼
4,000	Maryport & Carlisle	50	27	..	..	—
10,000	Midland Counties	100	60	64¼	64¼	64¼
3,000	Newcastle and Carlisle	100	100	97½	97½	97½
12,000	North Midland	100	65	62	61½	62½
12,000	Northern and Eastern	100	10	4½	4½	4½
600	North Union	100	100	62	62	62
	Do. New	..	40	64¼	64¼	64¼
2,000	Preston and Wyre	30	30	30	30	30
2,500	Preston and Wigan	..	30	28	28	28
	St. Helen's & Runcorn	100	100	..	..	—
1,500	Stanhope and Tyne	100	100	..	..	—
1,000	Stockton & Darlington	100	100	260	260	260
1,000	Do. ½ Shares	50	50	..	..	—
3,000	South Durham	30	2½	¼	¼	¼
4,000	Sheffield & Rotherham	25	25	..	..	—
20,000	South Eastern	50	9	3	2⅞	3
	Ditto New	..	2	2	2	2
41,000	South Western (Stegh.)	50	1	¼	¼	¼
9,000	Thames Haven	50	3	4¼	4¼	4¼
3,300	Warrington & Newton	100	100	..	..	—
1,400	Westminster & Greenw.	20	7	¼	¼	¼
3,070	West Durham	20	4	1½	1½	1½
6,000	York & North Midland	50	30	10	10	10

PRICES OF SHARES.

MISCELLANEOUS.

No. of Shares.	Name of Company.	Amount of Share.	Amount paid.	Highest Price.	Lowest Price.	Present price.
10,000	Anglo Mexican Mint	10	10	11	11	11
10,000	Anti-Dry Rot	25	17¼	7	6¾	7
10,000	Asphalte (Claridge)	20	4	3¼	3¼	3¼
10,000	Asphalte (U. S.)	20	2	¼	¼	¼
10,000	Assam Tea Association	50	5	4½	4½	4½
10,000	Australian Agricultur.	100	27½	45	44½	45
8,000	Brit. Rock & Patent Salt	50	35	12	12	12
8,000	Bahia Steam	10	7	5¼	5¼	5¼
1,500	Bitumen Bastenne, &c.	20	2	¼	¼	¼
1,000	Brit. Americ. Land Co.	..	33	14	14	14
2,000	Brit. Agricu. Loan Co.	105	5	..	..	—
1,000	Canada Company	100	32½	27½	27½	27½
20,000	Canada (Upper) Bonds	.	..	91½	91½	91½
5,000	Eastern Coast of Central America (Deb.	20	14	8	8	8
5,000	Droitwich Patent Salt	25	20	14½	14½	14½
2,122	Do. Proprietors	100	..	..	..	—
10,000	Edinbur. & Leith Glass	..	16	..	..	—
2,500	Essex Marine Salt	20	8	..	2	—
1,000	Equitable Discount So.	100	25	..	..	—
2,700	Equitable Rever. Soc.	100	40	40½	40½	40½
20,000	General Steam Navig.	15	14	25	25	25
2,100	Hungerford Market	100	..	..	..	—
10,000	India Steam Ship Co.	50	3	..	..	—
10,000	Irish Waste Land Co.	50	1	¼	¼	¼
8,000	Lond. Rever. Inter. So.	50	10	6	6	6
1,800	London Corn Exchan.	.	..	25	25	25
8,000	Lond. Caoutchouc Co.	12½	12½	12½	12	12½
50,000	Lond. Equit. Loan Co.	10	2	..	..	—
20,000	Mexican South Amer.	10	7	4½	4½	4½
	New Corn Ex.	..	37½	20¼	20¼	20¼
	New Brunswick (Land)	..	57	10	10	10
10,000	Rio Doce	25	4	2⅞	2⅞	2⅞
2,754	Rever. Interest Society	100	100	136	136	136
2,033	Ditto New	100	80	107	107	107
220	S. Devon Shipping Co.	50	50	..	..	—
2,000	Shotts Iron Foundry	..	38	..	..	—
10,000	South Australian	25	12	12½	12½	12½
10,000	Safety Carriage Co.	5	3	3¼	3	3¼
4,000	Thames Tunnel	50	50	9¼	9¼	9¼
10,000	Van Dieman's Land	100	17	10	10	10

CANALS.

No. of Shares.	Name of Company.	Amount of Share.	Amount Paid.	Price.	Dividend per Ann.	Next Dividend Payable.
1,760	Ashton and Oldham	98	98	132	7	Mar.
1,482	Ashby-de-la-Zouch	113	113	70⅞	4	Oct.
720	Barnsley	160	160	276	13	Jan.
1,260	Basingstoke	100	100	5	..	—
1,005	Brecknock & Abergav.	150	150	90	5	Jan.
6,000	Birming. 1-16th Share	79⅞	79⅞	220	9¼	June
4,000	Do. & Liverpool Junct.	100	100	26	..	—
477	Bolton and Bury	250	250	..	6	Jan.
712	Bridgwater & Taunton	100	100	..	3	Aug.
400	Chelmer & Blackwater	100	100	101	4	Jan.
16,000	Carlisle	..	21½	..	..	
500	Coventry	100	100	..	48	Nov.
1,800	Chesterfield					
460	Cromford	100	100	340	27	Jan.
4,546	Croydon	31¼	31¼	..	..	—
11,810	Do. Bonds	..	..	..	5	Oct.
20,000	Danube and Mayne	41¼	41¼	25¼	4	—
2,060½	Dudley	100	100	90	4	Sept.
600	Derby	100	100	175	11	Jan.
3,575½	Ellesmere & Chester	133	133	81	3	Sept.
231	Erewash	100	100	775	62	Oct.
1,297	Forth and Clyde	400	400	605	28	Jan.
11,600	Grand Junction	100	100	190	10	June
2,849½	Grand Union	100	100	24	1	Oct.
1,500	Grand Surrey	100	100	..	..	Sept.
120,000	Do. (optional) Loan	100	100	65	4	Dec.
3,096	Grand Western	100	100	12	..	—
600	Glamorganshire	172½	172½	..	13¼	Sept.
1,960	Gloucester & Berkley	100	100	..	..	—
269	Do. (optional) Notes	60	60	..	..	—
749	Grantham	150	150	205	10	May
6,233	Huddersfield	57¼	57¼	35¼	2	Sept.
100	Kensington	100	100	10	..	—
25,328	Kennet and Avon	40	40	26	1¼	Sept.
11,698½	Lancaster	47¼	47¼	25⅞	1¼	Mar.
2,897½	Leeds and Liverpool	100	100	740	30	Nov.
182	Leeds & Liverpl. New	80	..	..	16	May
545	Leicester	140	140	225	13	Jan.
1,897	Leicester & Northam.	83¼	83¼	90	6	Dec.
350	Lisk. and Looe Un.	25	25	..	..	—
70	Loughborough	142¼	142¼	2200	162	Jan.
	Manches., Bol. & Bury	..	78	86¼	..	—
2,409	Monmouthshire	100	100	202	10	Dec.
700	Montgomeryshire	100	100	90	4¼	Aug.
250	Melton Mowbray	100	100	200	10	July
500	Mersey and Irwell	100	100	560	25	Oct.
3,000	Macclesfield	100	100	51	2	—
247	Neath	100	100	325	17	July
100	Nene Navig. Bds.	100	100	..	..	—
1,786	Oxford	100	100	600	30	Sept.
521	Oakham	130	130	52	3¼	May
2,400	Peak Forest	78	78	104	5	Dec.
2,520	Portsmouth & Arundel	50	50	..	..	—
21,418	Regent's (or London)	33⅞	33⅞	15	12s	July
5,669	Rochdale	85	85	109	6	May
500	Shropshire	125	125	137	8	Dec.
800	Somerset Coal	150	150	151¼	9¼	Dec.
36,000	Do. Lock Fund Stock	12½	12½	11¼	4¼	Dec.
700	Stafford. & Worcester	140	140	650	40	Jan.
500	Shrewsbury	125	125	280	9	Nov.
300	Stourbridge	145	145	330	12	Jan.
3,647	Stratford-on-Avon	79¼	79¼	45¼	2	Aug.
200	Stroudwater	150	150	..	24	Nov.
533	Swansea	100	100	280	15	Nov.
3,762	Severn & Wye & Railw.	35	35	39	2¼	Sept.
1,300	Thames & Severn blk.	100	100	35	1¼	June
1,150	Do. Do. red.	100	100	—	1¼	June
2,600¼	Trent & Mersey ¼ Sh.	50	50	585	32½	June
350	Tavistock (mineral)	100	100	..	2	Mar.
8,149	Thames and Medway	19¼	19¼	2	..	
3,344	Do. New	..	..	..	..	
1,000	1,000¼ Warwick & Bir.	100	100	28[illegible]	16	May
980	Warwick and Napton	100	100	201	15	Nov.
6,000	Worcester & Birming.	78	78	72½	4	Feb.
5,000	Wilts and Berks	67¼	67¼	25	1¼	May
800	Wyrley and Essington	125	125	75	3	Jan.
126	Wisbeach	105	105	45	..	—
905	Wey and Arun	110	110	22½	1	May.

ASSURANCE COMPANIES.

No. of Shares.	Name of Company.	Amount of Share.	Amount Paid.	Price.	Dividend per Ann.	Next Dividend Payable.
2,000	Albion	500	50	71	3¼	Dec
50,000	Alliance Brit. & Forei.	100	10½	13¼	5	Oct.
50,000	Do. Marine	100	5	6	6	Jan.
24,000	Atlas	50	5	14⅞	¼	July
1,200½	Birmingham Fire	250	35	107½	5	May
20,000	British Fire	250	50	40	4	Sep.
12,000	British Commercial	50	5	6	6	Dec.
5,000	Cler. Med. & Gen. Life	100	2½	4	5	Aug.
4,000	County	100	10	42	2½	Dec.
20,000	Eagle	50	5	5¼	½	Oct.
200	Economic Life	1000	200	375	5	Jan.
5,000	Edinburgh Life	100	10	—	6	Jan.
2,271	European Life	20	20	22	1¼	Jan.
50,000	Ditto New	20	2	1¼	2s	Jan.
1,000,000	Globe .... Stock	100	100	135	7	Dec.
20,000	Guardian	100	27½	30	6	July
7,500	Hercules	..	10	6	..	—
40,000	Hope	50	5	6	6sd.	Sep.
2,400	Imperial Fire	500	50	137½	5¼	Dec.
7,500	Imperial Life	100	10	10¼	9s	July
13,400	Indemnity Marine	100	3⅞	30	5	Sept.
100,000	Insurance Co. of Scot.	—	10	..	..	—
2,020	Kent Fire	50	50	..	3¼	Feb.
	Do. Life	..	..	79	3	—
10,000	Law Life	100	10	29	16s	April
	Liverp. Marine Assur.	..	25	..	..	
3,000	London, Fire	25	12½	17⅞	¼	Sep.
31,000	London, Ship	25	12½	18	¼	Sep.
50,000	North British	..	10	..	..	—
31,000	National Life	100	5	10	8	July
50,000	Palladium Life	50	2	2⅜	5	Jan.
50,000	Protector Life	..	1	½	4	—
2,000	Provincial Life	100	10	20	1	June
100,000	Rock Life	20	2	7	3s	Oct.
689,220	Royal Exchan. Stock	.	..	229	5	Dec.
150,000	Scottish Union	..	1	..	..	—
20,000	Standard of England	50	5	..	5	May
	Sun	..	..	210	..	Dec.
5,000	Universal Life	100	5	7¼	3	May
1,200	Union	..	20	100	..	—
4,000	University Life	100	5	7¼	3	July
40,000	United Kingdom Life	20	2	—	4	—
50	Westminster Life	1000	1000	..	..	—
10,000	West of Scotland	..	10	—	—	—

PRICES OF SHARES.

JOINT STOCK BANKS

No. of Shares.	Name of Company.	Amount of Share.	Amount paid.	Price.	Dividend per Ann.	Next Dividend Payable.
25,000	Agric. & Com. of Irel.	25	10	..	..	—
5,000	Australasia	40	40	67	8	Jan.
1,500,000	Bank of Scotland	..	83¼	204	..	—
20,000	Birmingham Bank	20	10	25	10	Sept.
500,000	British Linen Co.	100	100	..	..	—
20,000	British North Amer.	50	25	26¼	12	—
100,000	Commercial	5	5	5⅜	7	—
20,000	Colonial	100	25	29½	..	—
5,000	Devon and Cornwall	100	25	45	6	—
3,000	Equitable Loan Co.	..	9	10	..	—
10,000	Foreign Banking Co	.	3	9	..	—
2,000,000	Glasgow Union	50	50	65	.	—
10,000	Gloucestershire	50	10	25	10	Feb.
6,000	Hampshire	50	5	..	10	Aug.
10,000	Hibernian	100	25	21	4	—
3,000	Devon & Cor. Bg. Co.	..	20	20	..	—
30,000	London & Westmins.	100	20	22¼	5	Mar.
3,000	Lancaster	100	20	..	10	Aug.
25,000	Liverpool	100	10	23½	6	July
60,000	Lond. Joint Stock Co.	50	10	13¼	5	June
50,000	Manch. & Liver. Dis.	100	15	16¼	7½	Mar.
20,000	Manchester	100	25	27	7½	Oct.
25,000	Monm. & Glamorg.	20	10	16	10	Aug.
20,000	North & South Wales	10	5	10¼	6	—
5,000,000	National Scotland	..	10	13	..	—
20,000	Natl. Bank of Ireland	50	17½	16	5	—
10,000	Nat. Provincl. Engl.	100	35	36¼	5	Jan.
80,000	Nor. & Cnt. B. of Eng.	10	10	3	5	Dec.
10,000	North Wilts	25	5	9	7	—
20,000	Prov. Bk. of Ireland	100	25	44⅞	8	July
4,000	Ditto New	10	10	17½	8	—
2,000,000	Royal of Scotland	.	100	..	..	—
7,000	South African	..	..	5	..	—
20,000	S. of Ireland, Cork	25	5	5	..	—
4,000,000	Western of Scotland	..	30	..	..	—
20,000	W. of Eng. & S. W. Dis	20	12½	12½	5	July
20,000	Wilts and Dorset	15	7¼	7¼	5	—

GAS LIGHT AND COKE COMPANIES

No. of Shares.	Name of Company.	Amount of Share.	Amount paid.	Price.	Dividend per Ann.	Next Dividend Payable.
10,000	Alliance	10	5	..	..	—
2,500	Bath	20	16	..	1¼	Sept.
600	Bradford	25	25	.	10	—
5,000	British	40	16	21¼	1¼	Nov.
5,000	Do. Provincial	20	19	24¼	..	—
928	Birmingham	50	50	93	5¼	July.
2,400	Birm. & Staffordshire	50	50	72½	4	Sept.
600	Brentford	50	50	30	4	April
4,250	Bristol	20	20	36	2	Feb.
1,500	Brighton	20	20	11	3¼	—
750	Do. New	20	18	9	3¼	—
2,471	Brighton, General	20	20	10¼	4¼	Nov.
363	Carlisle	25	..	..	..	—
4,000	Continental Consolidat.	75	62½	100	5	—
240	Canterbury	50	50	55	6	Jan.
700	Chelmsford	50	50	42	4	Dec.
300	Cheltenham	50	50	75	8	Oct.
1,000	City of London	100	100	185	10	Sept.
1,000	Do. New	100	75	114	6	Dec.
800	Coventry	25	25	25	..	—
200	Derby	50	50	..	..	—
180	Dover	50	50	..	..	—
600	Dudley	20	20	18¼	5	—
4,500	Edinburgh Coal Gas	25	25	..	..	—
	Edinburgh and Alloa	..	14	..	..	—
240	Exeter	50	50	..	..	—
4,000	Equitable	50	50	24¼	4¼	April
10,000	European	20	15	..	..	Aug.
4,450	Glasgow	25	..	..	..	—
20,000	Greenwich Railw. Gas	..	1	..	..	—
10,000	Imperial	50	50	60¼	5	—
85,000	Do. Bonds	100	100	..	4	—
1,200	Ipswich	..	10	..	..	—
800	Isle of Thanet	25	20	20	5	Aug.
2,350	Independent	50	30	48	6	Oct.
240	Leicester	50	50	..	..	—
750	Leith Coal Gas	20	20	..	..	—
500	Liverpool	242¼	242¼	372	22	—
	Do. N. Gas and Coke	100	100	97	..	—
	Do. (New Do.)	..	60	..	..	—
200	Maidstone	50	50	100	10	Feb.
9,000	Phoenix	50	30	28	3	June
579	Portsea	..	53	..	..	—
304	Poplar	50	50	..	..	—
1,000	Ratcliff	100	80	60¼	4	Sept.
480	Rochdale	..	15	..	..	—
4,000	South Metropolitan	50	19	18	2¼	Aug.
1,600	Sheffield	..	16¼	..	..	—
1,000	Shrewsbury	..	10	..	..	—
120	Swansea	50	50	..	..	—
8,200	United General	50	46	34	5	Jan.
240	Warwick	50	50	50	5	Jan.
400	Wakefield	25	25	22¼	1¼	Jan.
750	Warrington	20	20	24	1	Oct.
12,000	Westminster Chartered	50	50	54	3	Dec.
6,000	Ditto New	50	10	10¼	12s	Dec.
200	Worthing	50	50	..	5	Aug.
800	Yarmouth					

DOCKS.

600,1065	Commercial	100	100	66	3	July
	East and West India Stock	100	100	111	..	Jan.
1,038	East Country	100	100	9¼	..	—
323,8,310l. 5s. 10	London.. Stk	..	..	66	2½	Dec.
	Ditto Bonds	..	..	106	4	—
2,200	Bristol	147¼	147¼	80	2/19	Dec.
66,324	Ditto Notes	..	..	113	5	Nov.
579	Folkestone Harbour	50	50	..	..	—
15,000	Ditto Bonds	..	..	..	5	—
11,800	Grand Collier Docks	50	1	1¼	..	—
1,352,752	St. Katharine.. Stock	100	100	110	5	Jan.
500,000	Ditto Bonds	..	..	101¼	4¼	Oct.
200,000	Do. Bonds for 10 years	..	..	100	4	Oct.
2,500	Deptford Pier	20	3	11	..	—
	Southampton	50	5	2⅞	..	—

BRIDGES.

1,600	Hammersmith	50	50	21	1s	Jan
7,231	Southwark w. new sub.	63¼	63¼	2	..	—
1,700	Do. New of 7½ per cent.	50	50	13¼	1⅞	Dec.
5,848	Vauxhall	70¼	70¼	23¼	17s	Dec.
5,000	Waterloo	100	100	3¼	..	—
5,000	Do. old Annuities of 8l.	60	60	24¼	1l. 8s	Feb.
5,000	Do. new do. of 7l.	40	40	21¼	1l. 4s	Feb.
50,000	Ditto Bonds	..	..	120	5	Feb.

WATER WORKS.

4,800	Birmingham	25	25	20	9s	—
121	Colchester	100	100	..	..	—
4,433	East London	100	100	172	6	Jan.
4,000	Glasgow	50	50	..	..	—
3,500	Grand Junction	46¼	46¼	60	2½	Jan.
3,400	Edinburgh Joint Stock	25	25	..	..	—
2,000	Kent	100	100	41	2	Jan.
372	Liverpool Bootle	220	220	320	10	Jan.
1,500	New River Lond. Bridge Water Annuities	..	..	62	2½	Oct.
6,486	Manchester & Salford	100	30	36¼	1½	Mar.
900	Portsea Island	50	50	..	..	—
450	Portsmouth & Farlington	50	50	21	1	—
8,000	Ramsgate	10	8	10	.	—
1,000	Vauxhall, late So. Lond.	100	100	101	4½	Oct.
8,300	West Middlesex	62¼	62¼	103	4¼	Dec.
1,300	York Building Co. L. P.	100	100	38	1l 14	Oct.

ROADS.

555	Archw. and Kent Tu.	50	50	..	1	J & J
300	Barking	100	100	22¼	1¼	J & J
1,000	Commercial	100	100	73	5	J & J
2,000	Do. East India Dock Br.	100	100	3	5	J & J
492	Great Dover Str.	..	78	..	1¼	J & J
2,393	Highgate Archway	..	30l 6	2	..	—
11,393½	New North Rd. Stock	100	100	.	.	—

LITERARY INSTITUTIONS.

400	Adelaide Gal. of Science	50	..	..	.	—
1,000	London, w. Bronze Tick.	75	75	17	.	—
1,300	London University	100	100	15	..	—
700	Russell	25	25	7	..	—
	King's College	100	100	15¼	..	—

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